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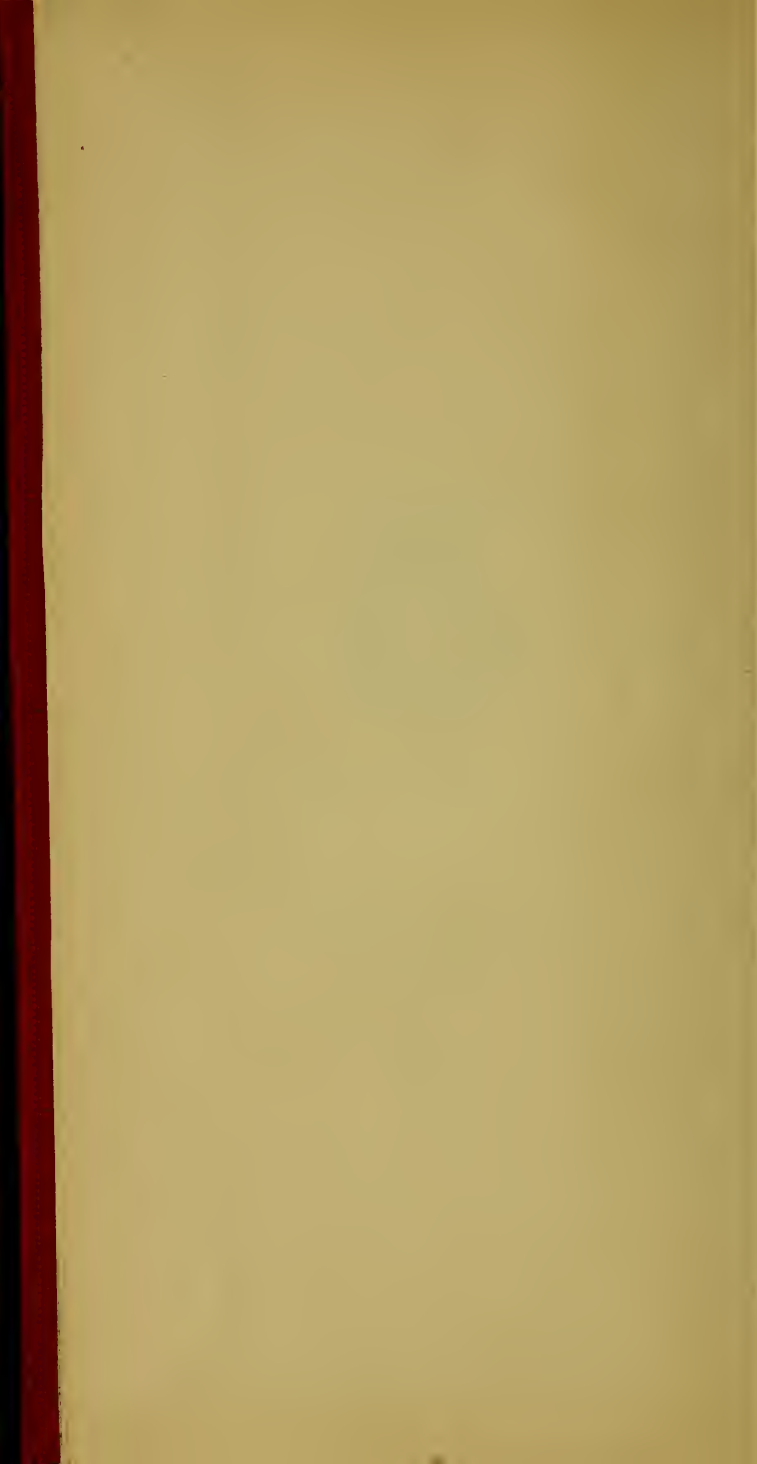
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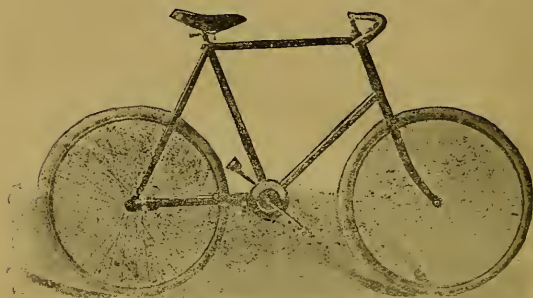
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CYCLISTS AND HORSEMEN

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✓ PREPARED UNDER DIRECTION OF  
THE LEAGUE OF AMERICAN WHEELMEN  
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# Please Read Carefully

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## To the Members of the New York Division:

We hope and intend to make these road-books the very best of all road-books, and have exerted our zeal and labor to make this first edition at least acceptable. The Editor realizes that it contains many imperfections, but it is put forth as a promising experiment to prove the value of this form of tour book, and to form a basis for subsequent work in which the errors and short-comings of the present edition may be avoided. The book has been compiled entirely from voluntary contributions from League members, many of whom reside at a considerable distance from portions of the routes covered by them, and the details of the mapping have been worked up from a mass of other data, the separate parts of which seem to contradict each other in some particulars.

We earnestly request that members will freely criticise this work in all its details, and inform the chairman, clearly and at length, of the errors and omissions which come to their notice, so that at the close of the riding season the committee may take up the work of revision with data that will make next year's road book a model in every respect.

We also request that all members having knowledge of good routes not included in this book (located within the territory covered by the index maps) will send accurate data of distances and description so that such routes may be included in future editions.

The present committee claims no credit for devising the method of mapping routes, it having been inaugurated by the Road Book Committee of 1896. The committee is indebted for much information to the following named gentlemen: COL. E. P. NORTH, Department of Public Works, New York City; N. P. LEWIS and GEO. W. TILLSON, Department of City Works, Brooklyn; HENRY P. MORRISON, County Engineer, Richmond County; T. HARRY HOLMES, F. ADEE HULST, FRANK P. SHARE and to the contributors whose names appear at the head of the map plates.

**WALTER M. MESEROLE,**

*Editor and Chairman.*

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# INDEX TO PLACES.

**IMPORTANT NOTE.**—The places named in this index are only those shown on *route* maps. Many other places are named on the *index* maps in order to show their location as related to the several routes. These routes will be increased and extended in future editions as fast as contributed by members who are interested in the progress of the work.

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**FRAUDULENT "L. A. W. HOTELS."**—It has come to be the practice for proprietors of various third-class hotels and road house grogeries, and occasionally for more pretentious hosts, to display, without authority, signs bearing the "L. A. W." initials or insignia. I am informed also that certain hotel proprietors holding official certificate of appointment are ignoring their contract requirements, and refuse to give L. A. W. members a lower rate than is charged to non-members. These proprietors of L. A. W. hotels have received large advertising from the L. A. W. and have agreed in writing to give L. A. W. members from 10 to 30 per cent. lower rates than are charged to other wheelmen. They further agree to forfeit \$50 to our division for every violation of this contract. These two offenders, the fraud proprietor and the forgetful proprietor, are the men we are after. Please report them as fast as discovered to

**ISAAC B. POTTER, Chief Consul,**  
Vanderbilt Building, New York, N. Y.

## ROUTES WANTED.

OUR road book committee is still at work, making new maps, adding new routes, correcting, revising and in a patient, painstaking way, doing everything possible to make these road-books the very best on earth. They are a committee of voluntary workers who at odd times have some trifles of personal business to attend to and so it may not be always possible for them to answer grumbling letters which come to them from L. A. W. members in lieu of salary. What they want is the help of every intelligent rider who will carefully prepare and contribute a new, pleasant or popular route, or who can send printed detail maps (drawn on large scale) showing the roads and streets in any of the towns within the territory covered by the index maps. Don't tell the chairman that this book is wrong and that you could have made a better one with your eyes shut. All this he knows, and you are just the man he's been looking for. Write him a friendly, encouraging letter, praising the good points of his faithful work, and send him carefully prepared sketch of at least one excellent route with notes of distances between all prominent points, crossroads and turns, and see to it that these distances are accurately slated from cyclometer measurements.

In no way can you spend a more pleasant and satisfactory day than by taking a stroll on your wheel in quest of new matter for the next edition. If you contribute a new and acceptable route it will bear your name on the printed map page when it appears. If the new route contains features which are specially famous or beautiful, or of historical note, write a description of these features, as tersely and gracefully as you can and send them to the chairman with your map sketch. In making a sketch map of the route *don't confuse your notes by attempting to get too much on one sheet*. Better use a dozen pages for a ten mile route if necessary, and have them all clear. It will be easier to make and vastly easier to understand. Finally, don't attempt to cover a route that has already been sent to the committee. If you have a good route in mind write a line to Mr. Meserole and ask him whether it is included among his notes. THAT is the sort of letter he delights to receive and will promptly answer.

Fraternally,

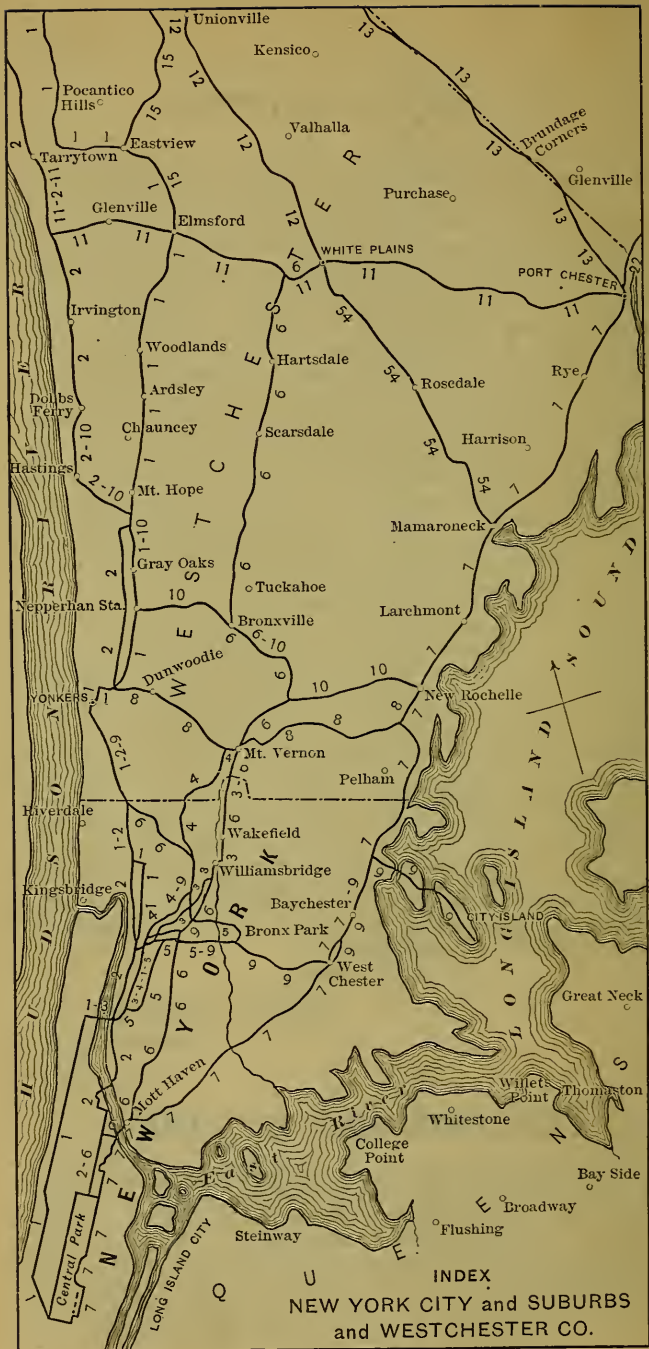
ISAAC B. POTTER,

Chief Consul.

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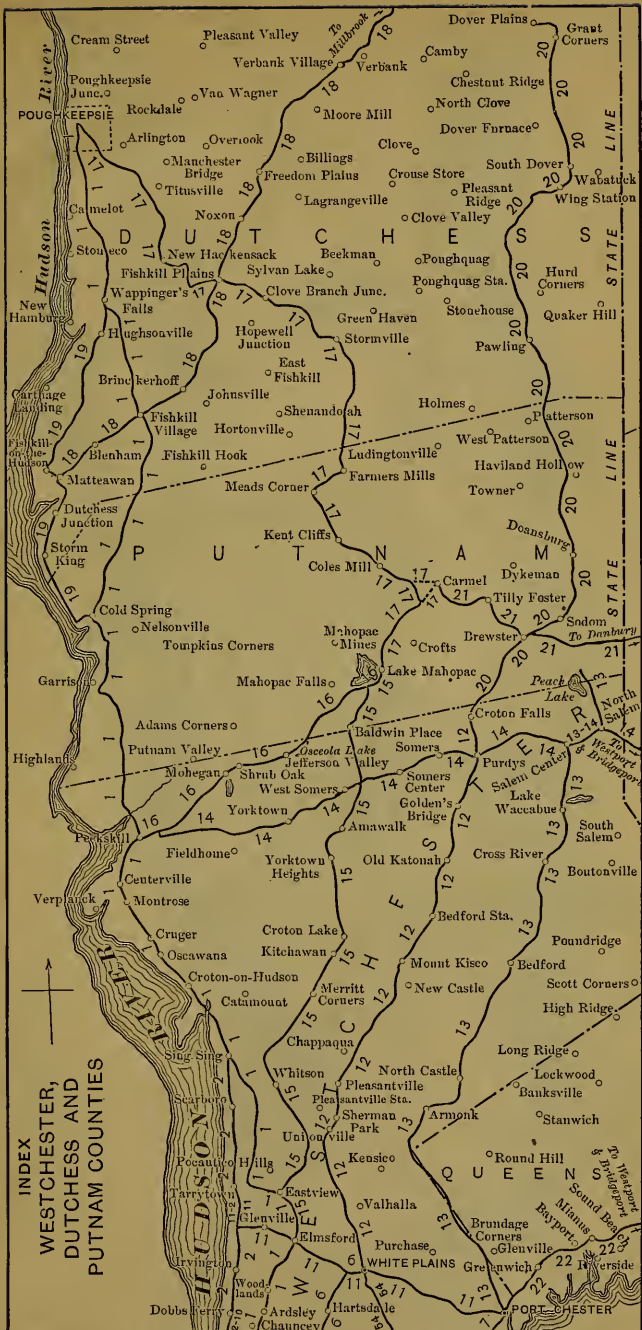
## ELECTION DAY IS COMING.

IF you wish to know how the Senator and Members of Assembly who represent your district stand on the Good Roads Question, write a postal card inquiry to the Chief Consul. Get the wheelmen voters together in your town and let the "statesmen" know you are alive on election day. We may catch larks if ever the heavens fall but we'll never have good roads till we elect men to office who are broad and brainy enough to know that a good road is a good thing for everybody.



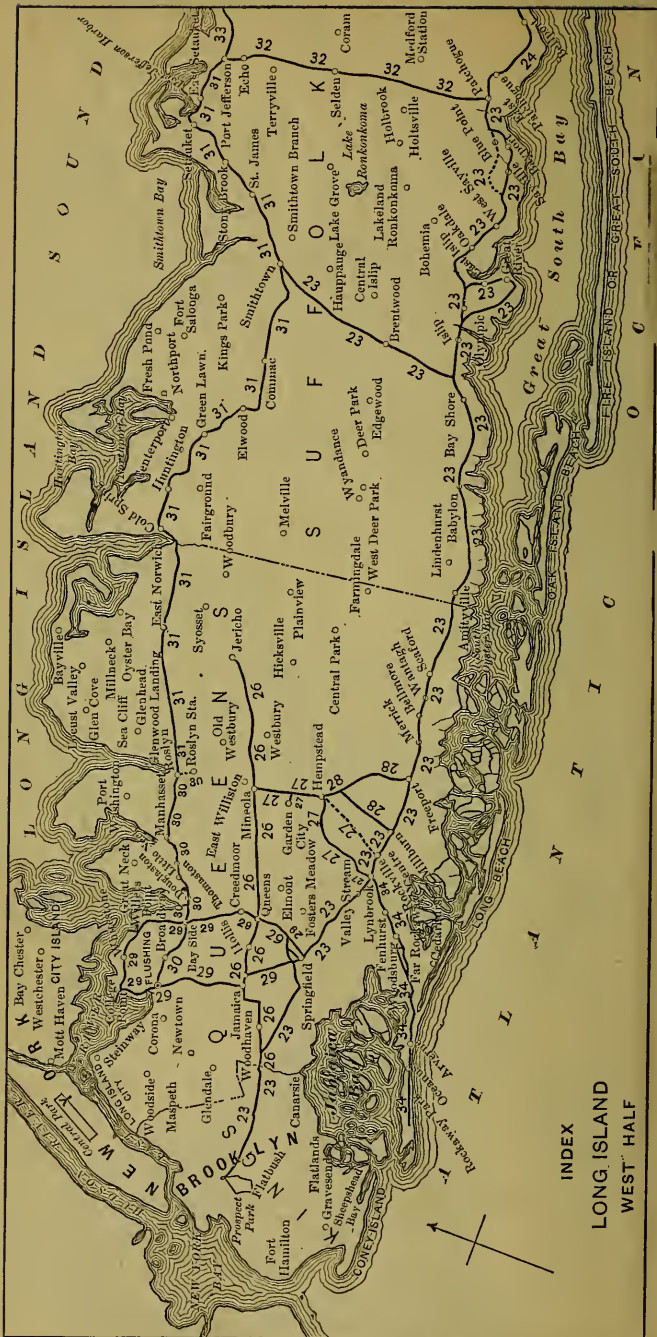
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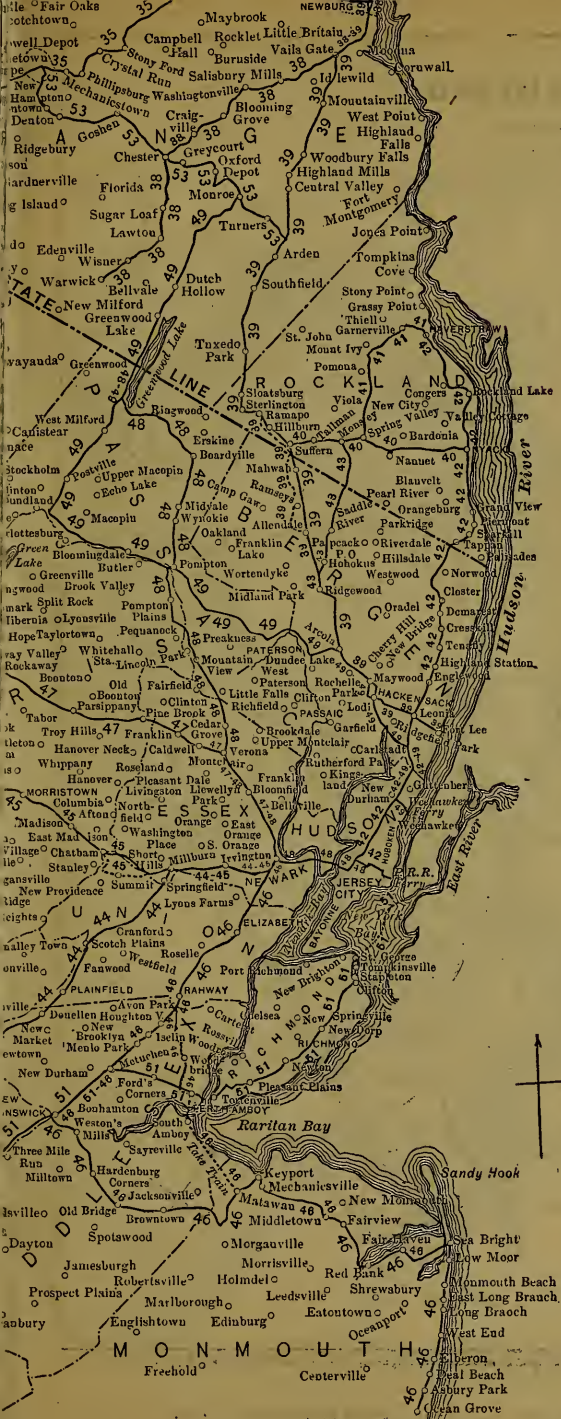
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This is a detailed topographical map of Long Island Sound, New York. The map shows the coastline of the sound, with numerous islands and bays labeled. Key locations include Millers Place, Rocky Point, Wading River, Middle Island, Yaphank, Eastport, Sag Harbor, and Montauk. The map also features a compass rose in the upper left corner and a scale bar at the bottom.

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# STATEN ISLAND

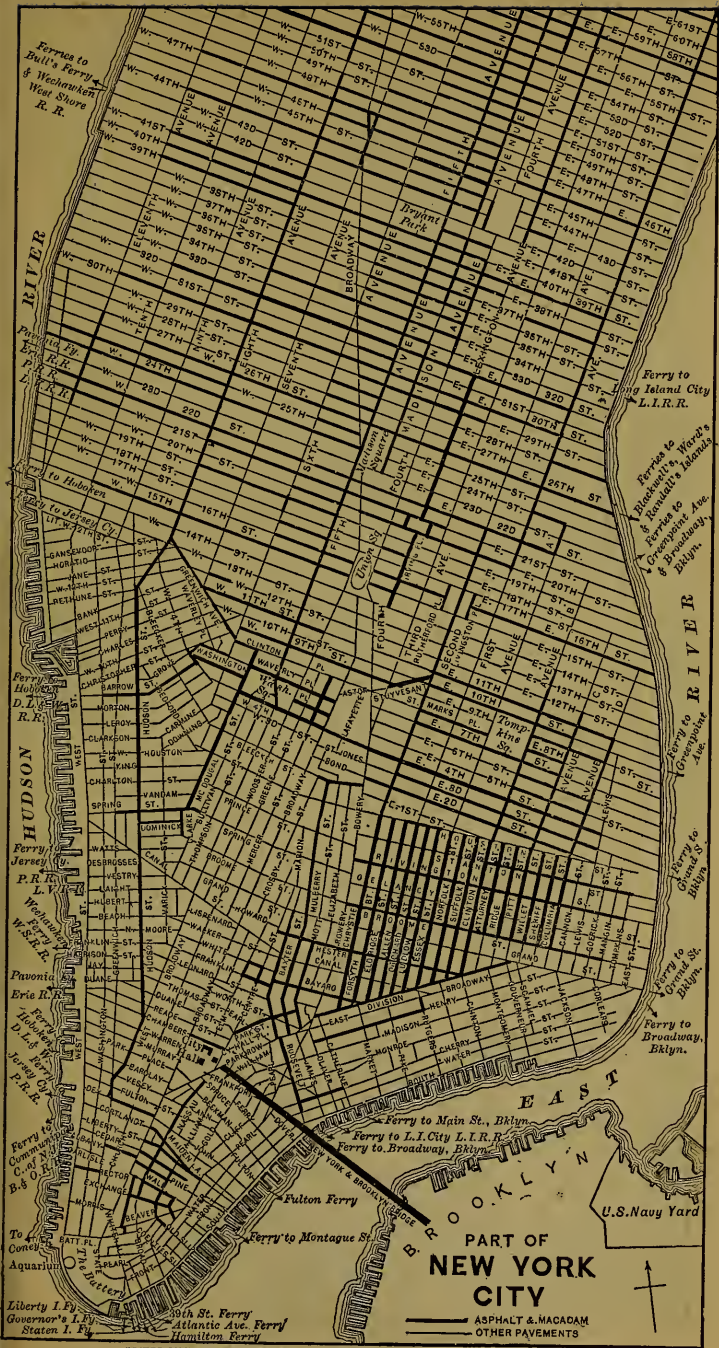
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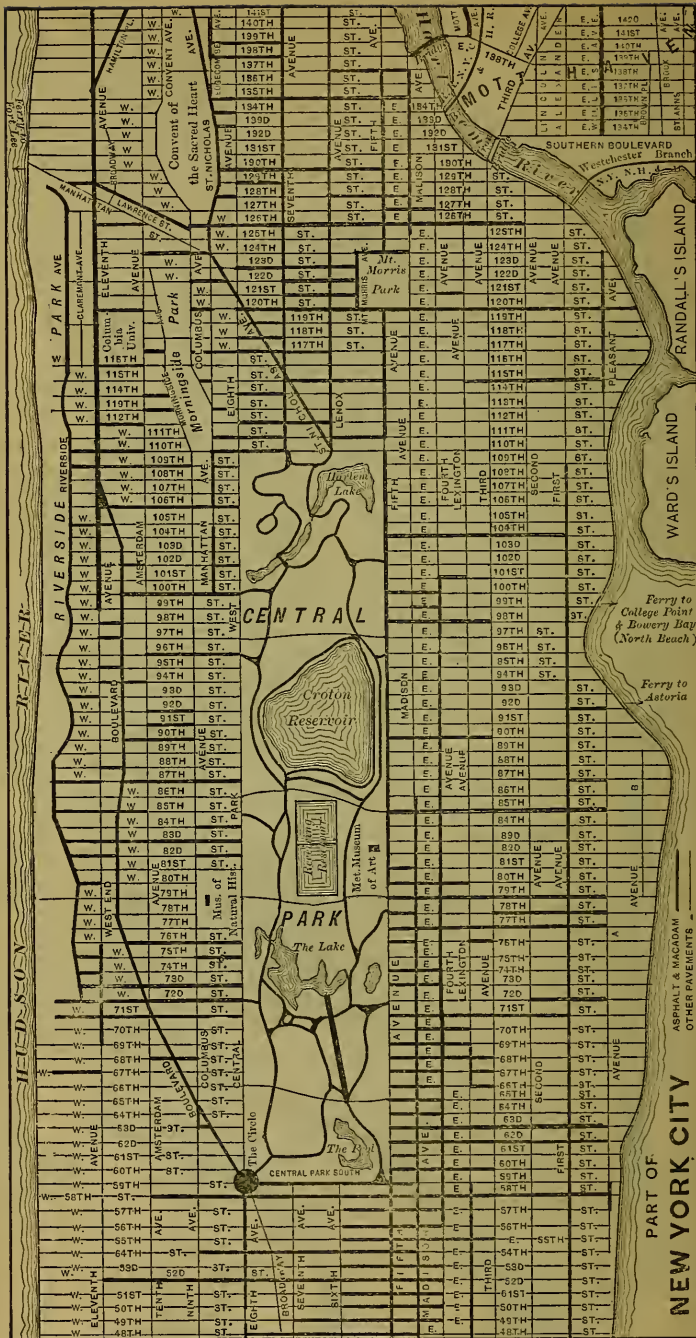
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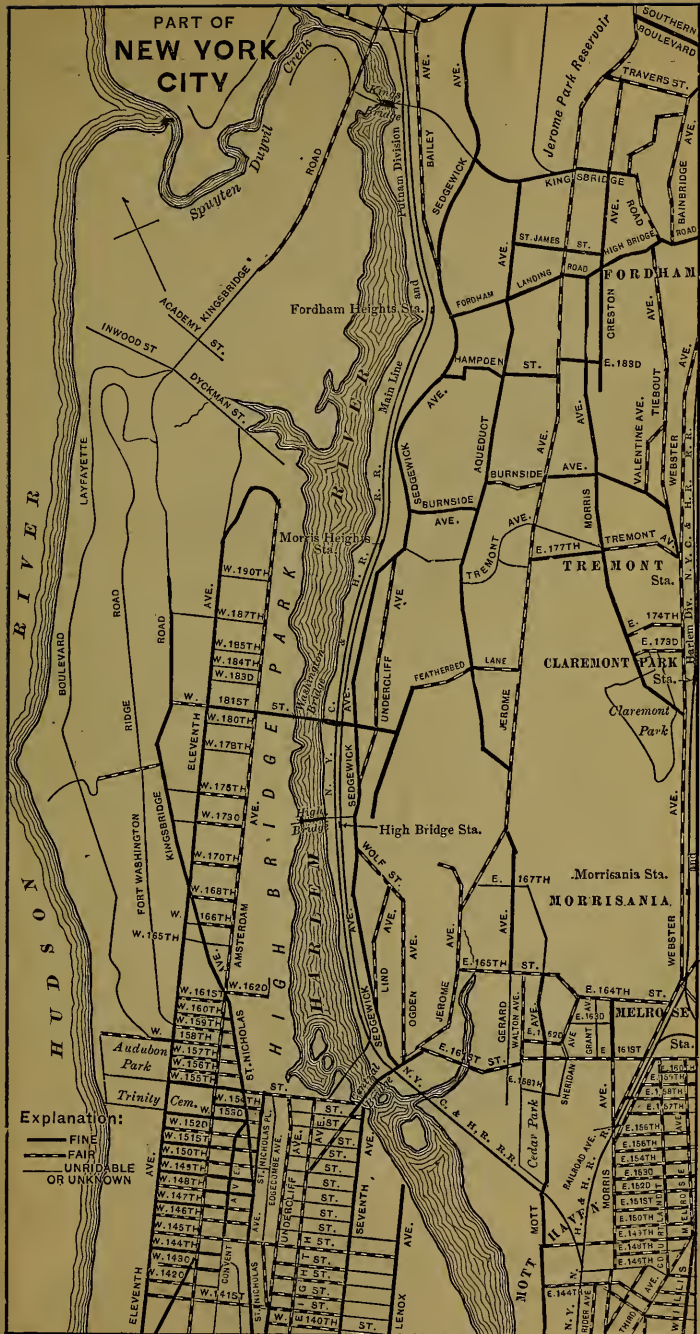
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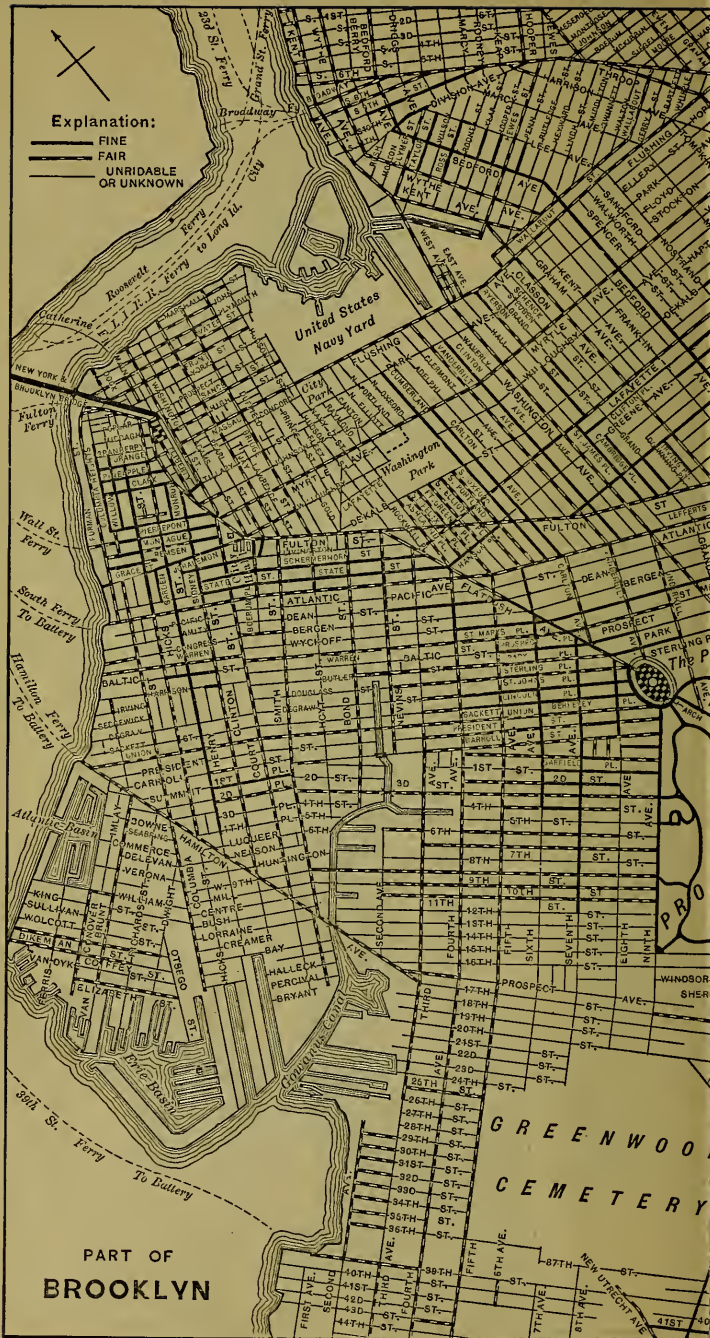


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**Explanation:**

-  FINE
-  FAIR
-  UNRIDABLE
-  OR UNKNOWN





9 MONTAGUE ST., BROOKLYN, N. Y.

STATE DIVISION, L. A. W.

# L. A. W. HOTEL

HEADQUARTERS  
CENTURY WHEELMEN



## VAN BUREN'S-BY-THE-SEA

BRIGHTON, L. I.

AT THE END OF THE FAMOUS CYCLE PATH

---




EVERY ATTENTION GIVEN TO CYCLISTS  
CUISINE UNSURPASSED

---

CONVENIENT TO MANHATTAN BEACH, SHEEPSHEAD,  
CONEY ISLAND AND BRIGHTON BEACH RACE TRACK

# PART OF BROOKLYN

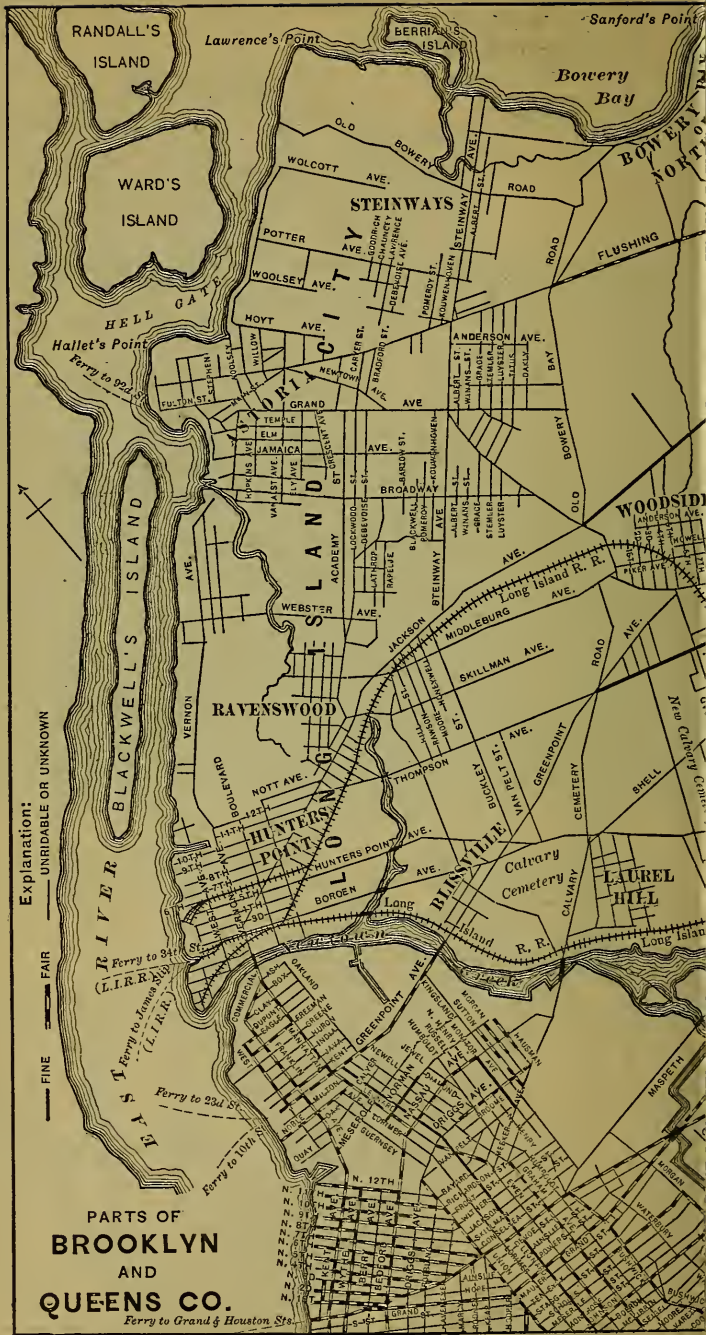
Explanation:

-  FINE
-  FAIR
-  UNRIDABLE OR UNKNOWN



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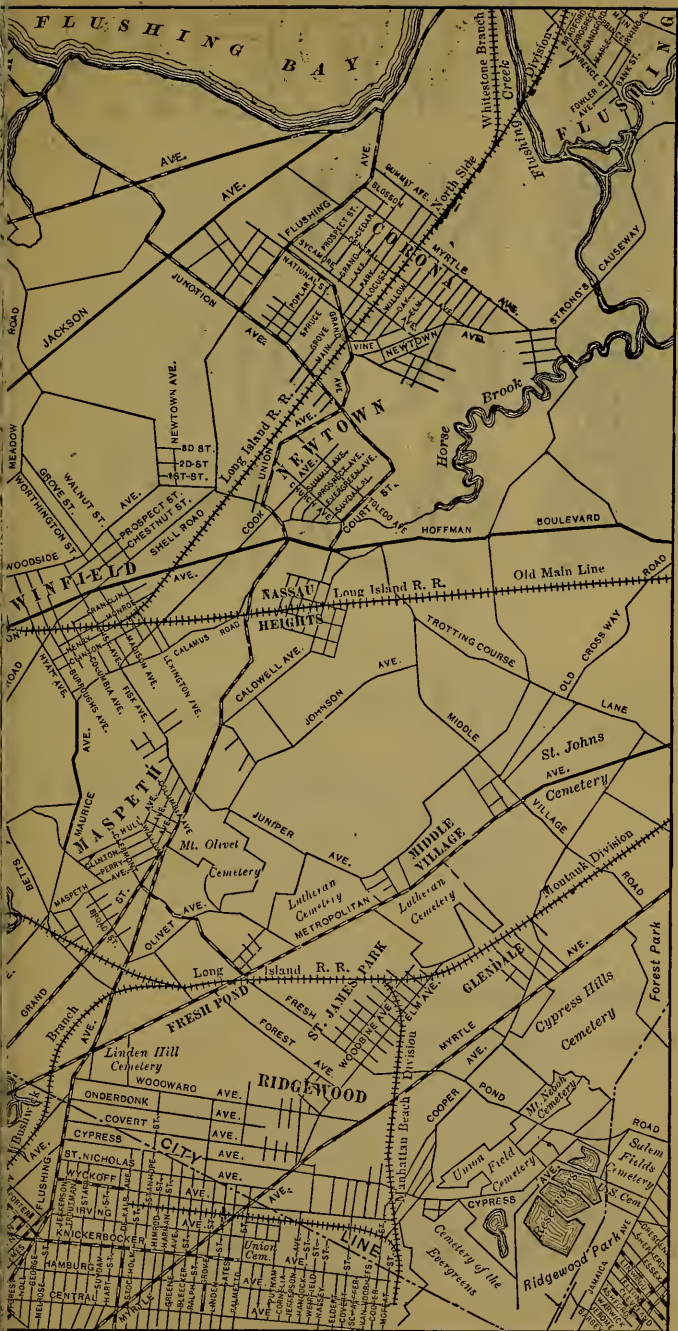
Explanation:  
— FINE — FAIR — UNRIDABLE OR UNKNOWN

PARTS OF  
**BROOKLYN**  
AND  
**QUEENS CO.**

Ferry to Grand & Houston Sts.

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1 MONTAGUE ST., BROOKLYN, N. Y.

STATE DIVISION, L. A. W.

# Route from NEW YORK to POUGHKEEPSIE

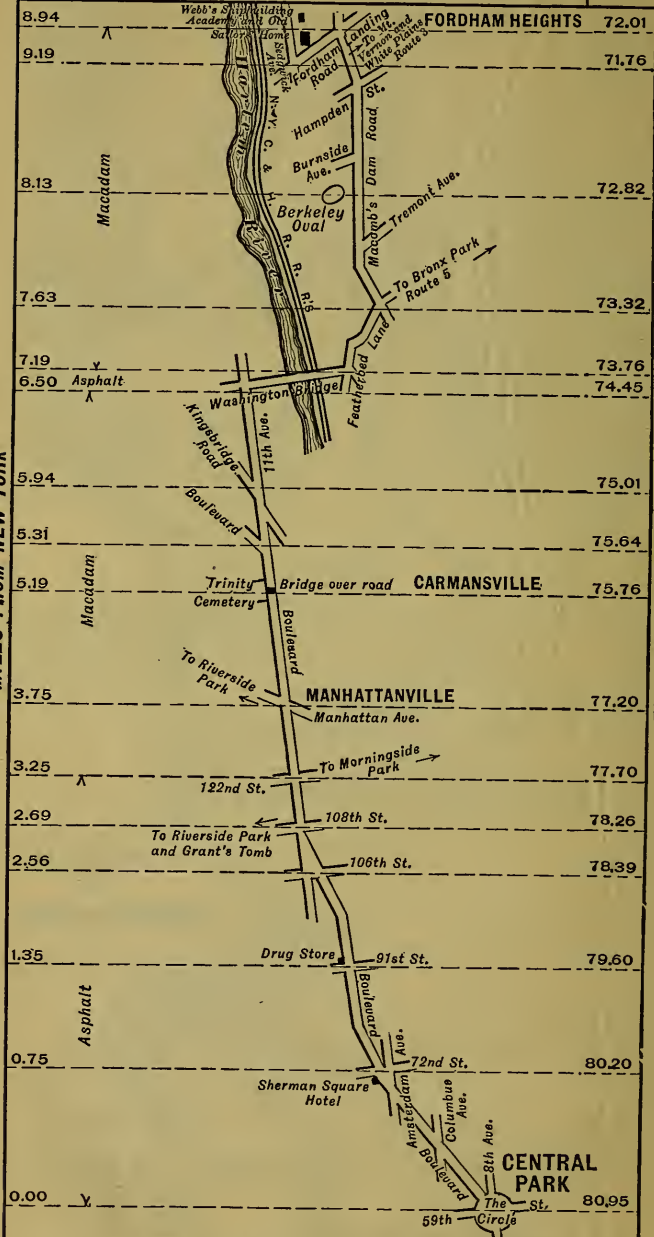
Communicated by Arthur P. Stanley-Hyde,  
No. 67,270, N. Y. City

NEW YORK  
to  
FORDHAM HEIGHTS

a  
1

MILES FROM NEW YORK

MILES FROM POUGHKEEPSIE



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# Route from NEW YORK to POUGHKEEPSIE

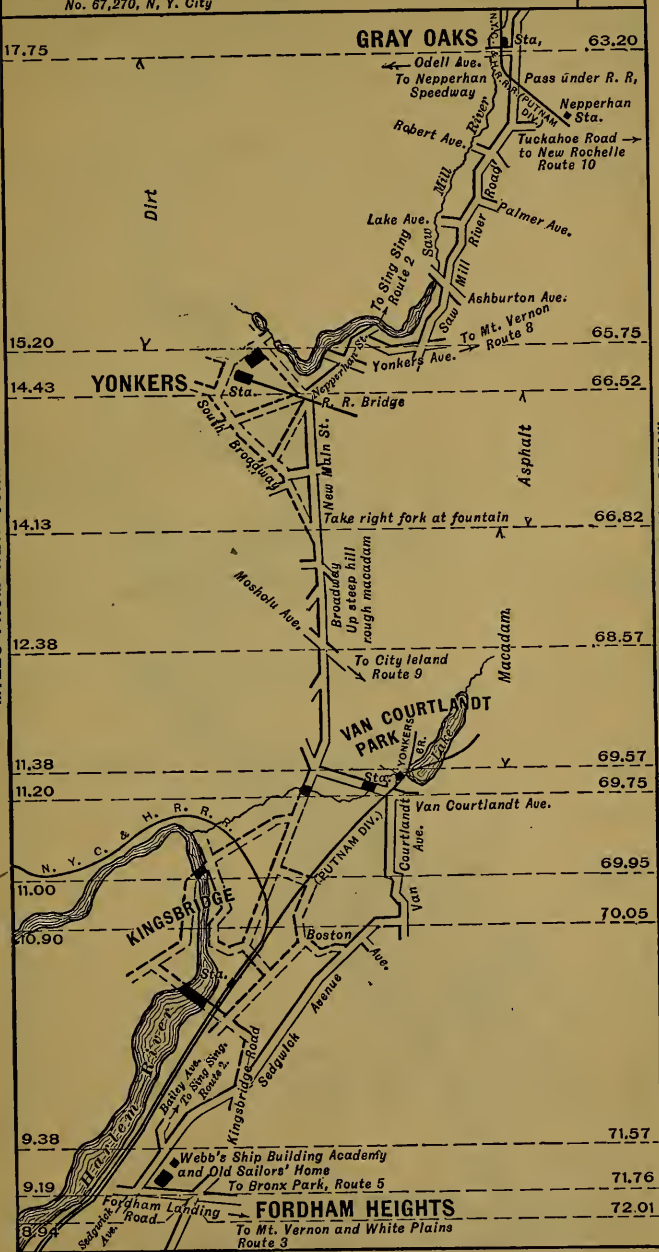
Communicated by Arthur P. Stanley-Hyde,  
No. 67,270, N. Y. City

FORDHAM HEIGHTS  
to  
GRAY OAKS

1<sup>b</sup>

MILES FROM NEW YORK

MILES FROM POUGHKEEPSIE



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# Route from NEW YORK to POUGHKEEPSIE

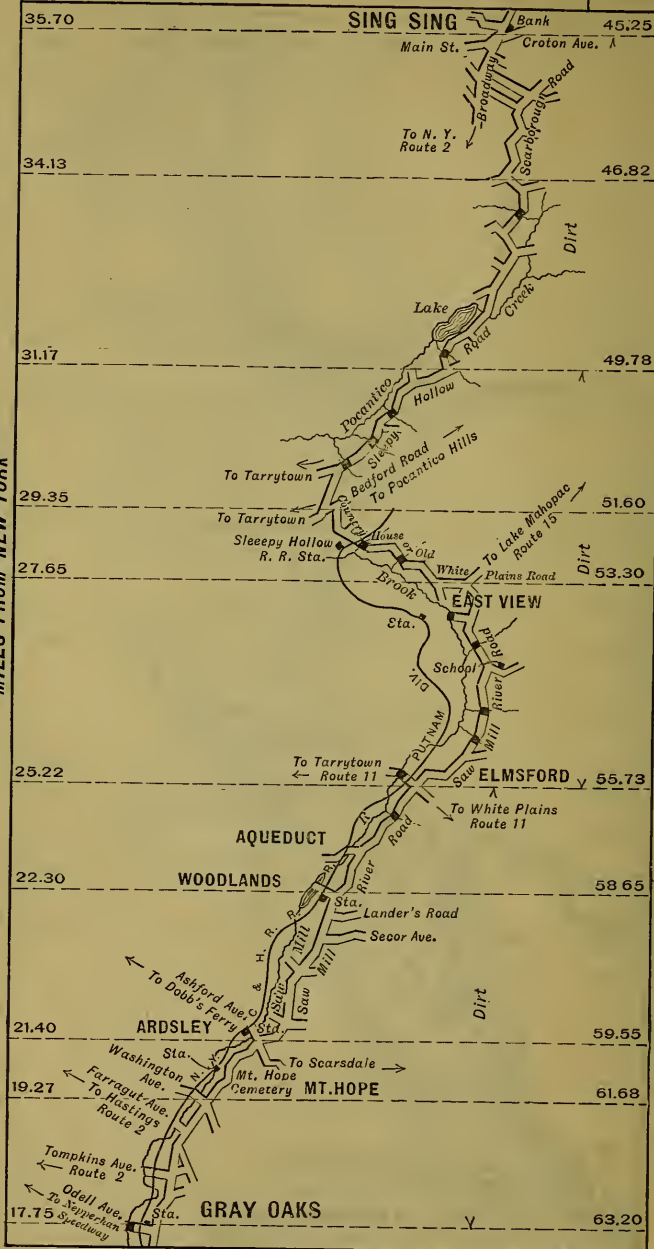
Communicated by Arthur P. Stanley Hyde,  
No. 67,270, N. Y. City

GRAY OAKS  
to  
SING SING

C  
1

MILES FROM NEW YORK

MILES FROM POUGHKEEPSIE



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# Route from NEW YORK to POUGHKEEPSIE

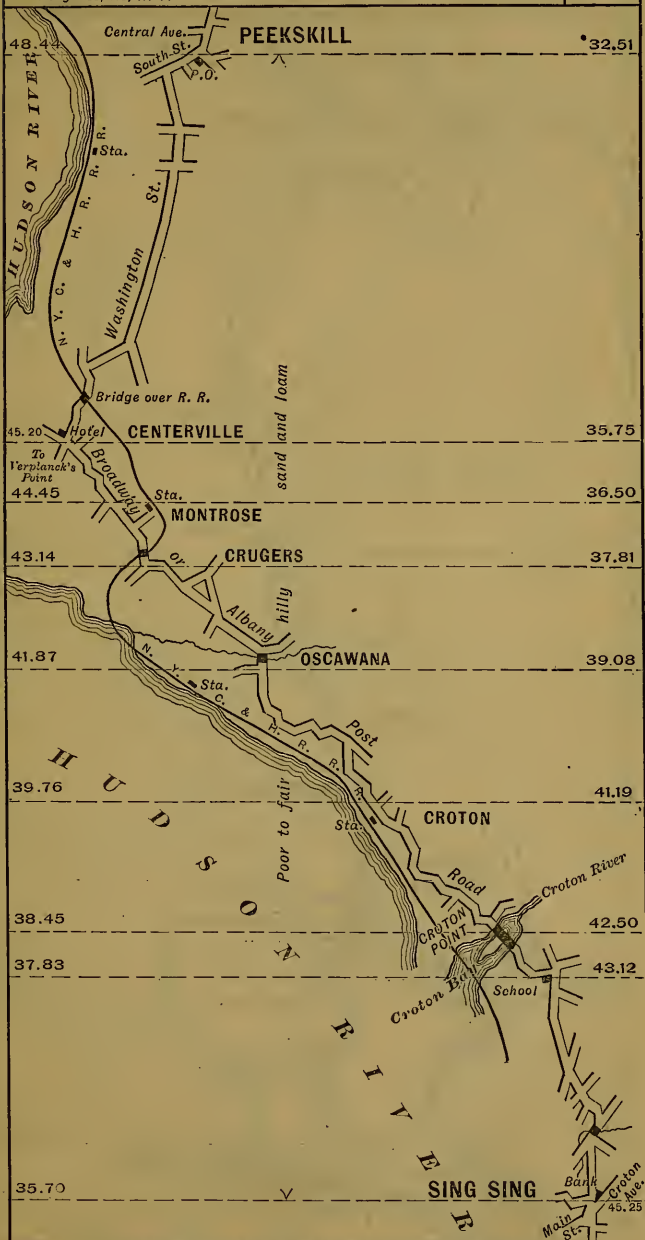
Communicated by N. Wright, No. 63,576,  
Poughkeepsie, N. Y.

SING SING  
to  
PEEKSKILL

1<sup>d</sup>

MILES FROM NEW YORK

MILES FROM POUGHKEEPSIE



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# Route from NEW YORK to POUGHKEEPSIE

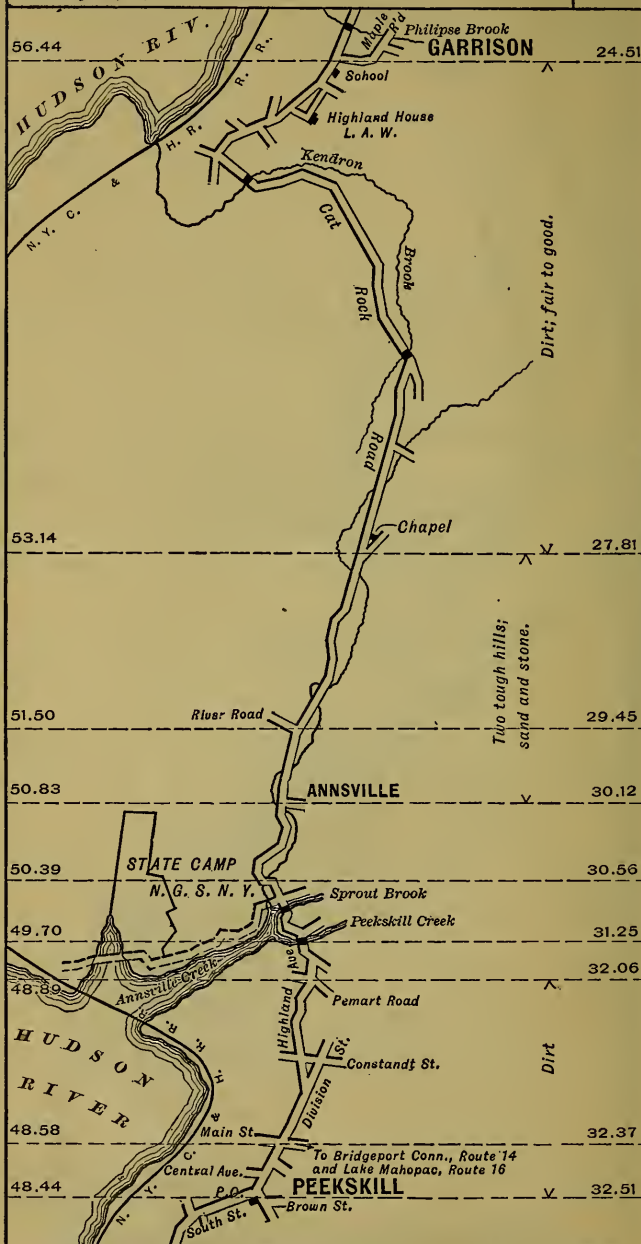
Communicated by N. Wright, No. 63,576.  
Poughkeepsie, N. Y.

PEEKSKILL  
to  
GARRISON

e  
1

MILES FROM NEW YORK

MILES FROM POUGHKEEPSIE



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# Route from NEW YORK to POUGHKEEPSIE

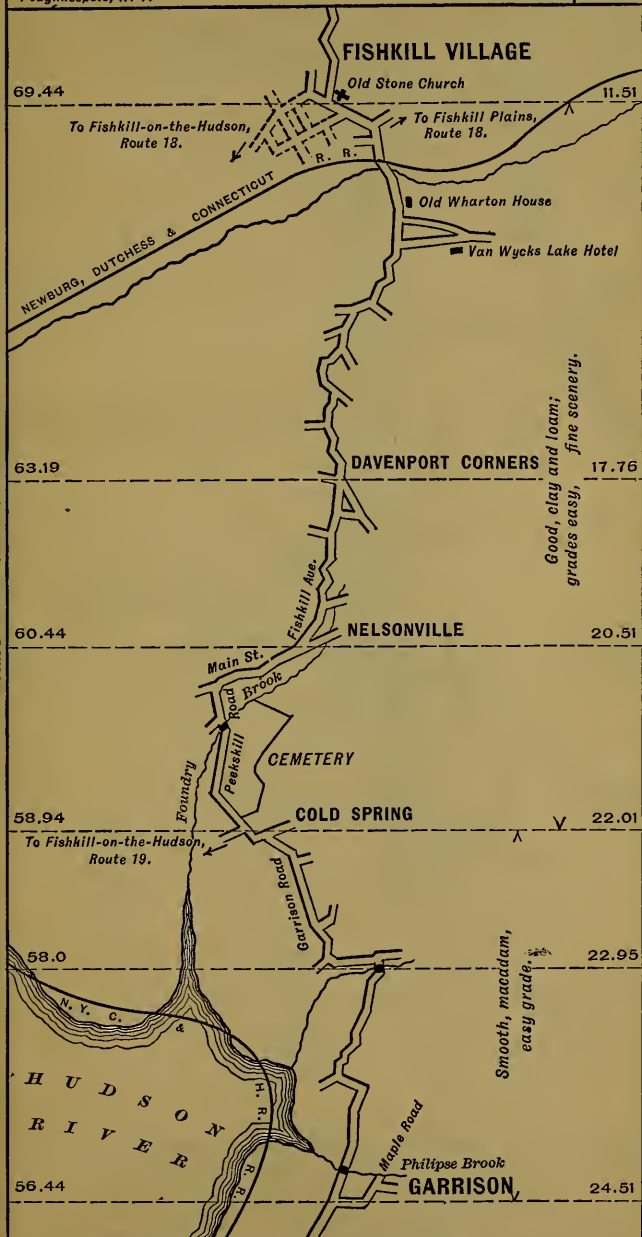
GARRISON  
to  
FISHKILL VILLAGE

Communicated by  
N. Wright, No. 63,576,  
Poughkeepsie, N. Y.

f  
1

MILES FROM NEW YORK

MILES FROM POUGHKEEPSIE



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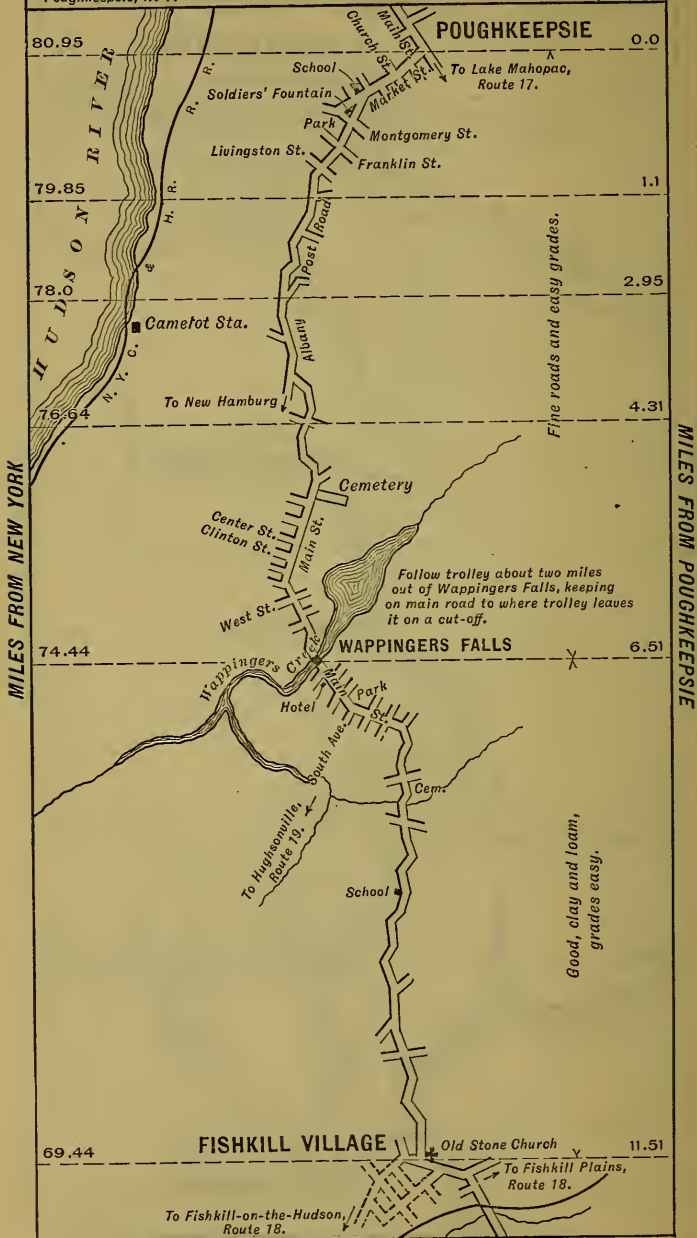
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# Route from NEW YORK to POUGHKEEPSIE

Communicated by  
N. Wright, No. 63,576,  
Poughkeepsie, N. Y.

FISHKILL VILLAGE  
to  
POUGHKEEPSIE

180  
1



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# Route from NEW YORK to SING SING

via Hastings and Tarrytown

Communicated by John B. Uhle, No. 61,156  
N. Y. City

NEW YORK

to

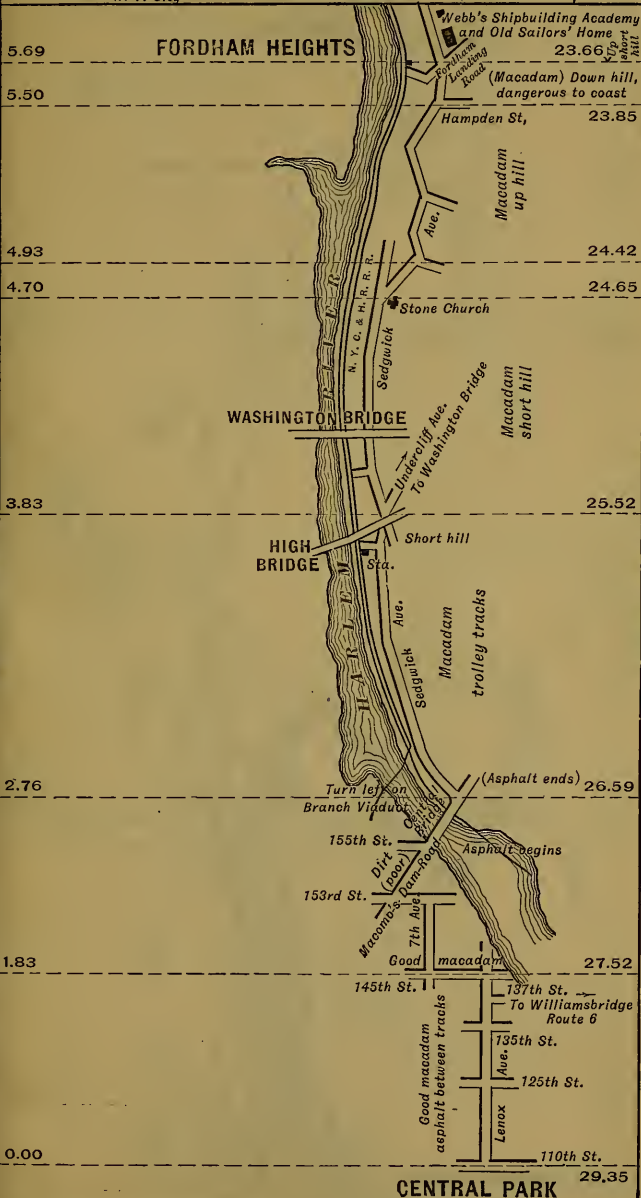
FORDHAM HEIGHTS

a

2

MILES FROM NEW YORK

MILES FROM SING SING



**Route from  
NEW YORK to SING SING**  
*via Hastings and Tarrytown*

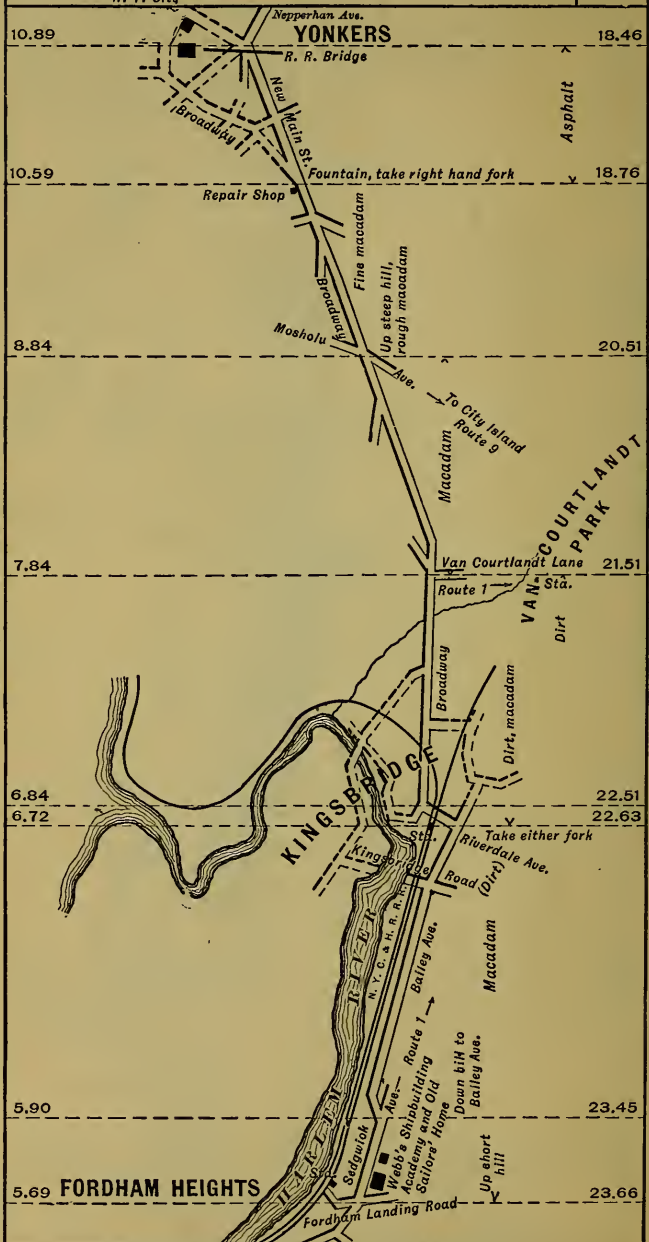
*Communicated by John B. Uhle, No. 61,156  
N. Y. City*

**FORDHAM HEIGHTS  
to  
YONKERS**

**2<sup>b</sup>**

MILES FROM NEW YORK

MILES FROM SING SING



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2<sup>c</sup>

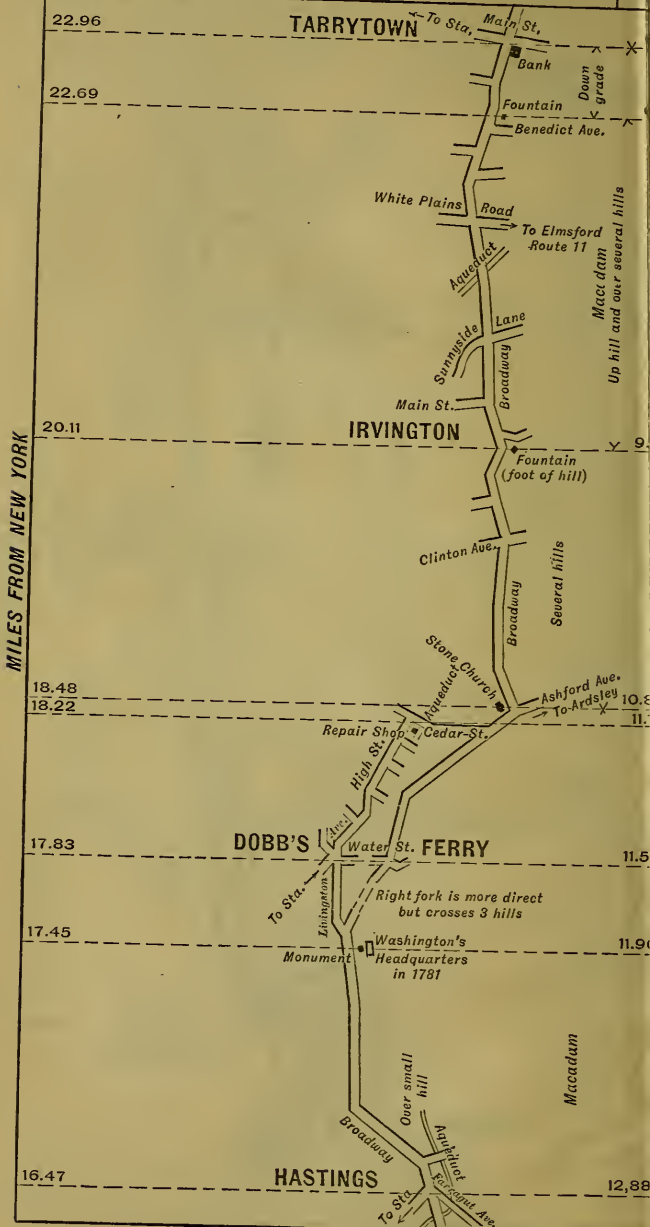


# Route from NEW YORK to SING SING

via Hastings and Tarrytown

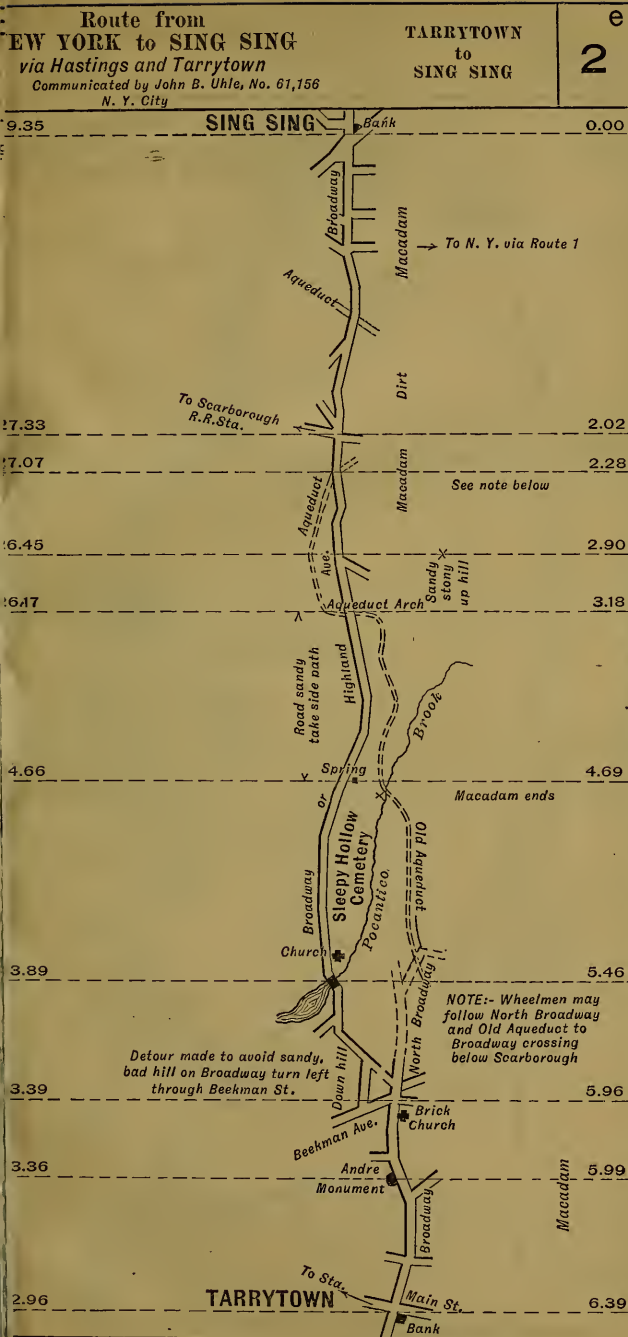
Communicated by John B. Uhle, No. 61,156  
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HASTINGS  
to  
TARRYTOWN



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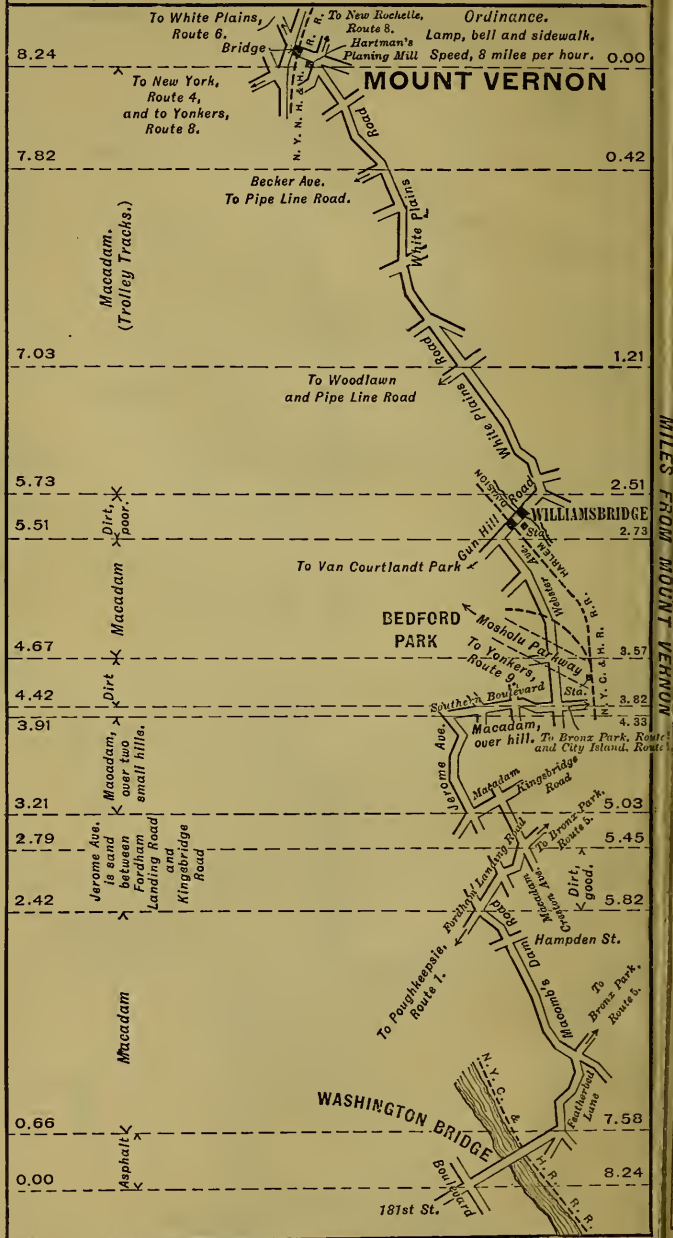
# Route from WASHINGTON BRIDGE to MOUNT VERNON via Williamsbridge

Communicated by  
John B. Uhle,  
N. Y. City.

3

MILES FROM BOULEVARD

MILES FROM MOUNT VERNON



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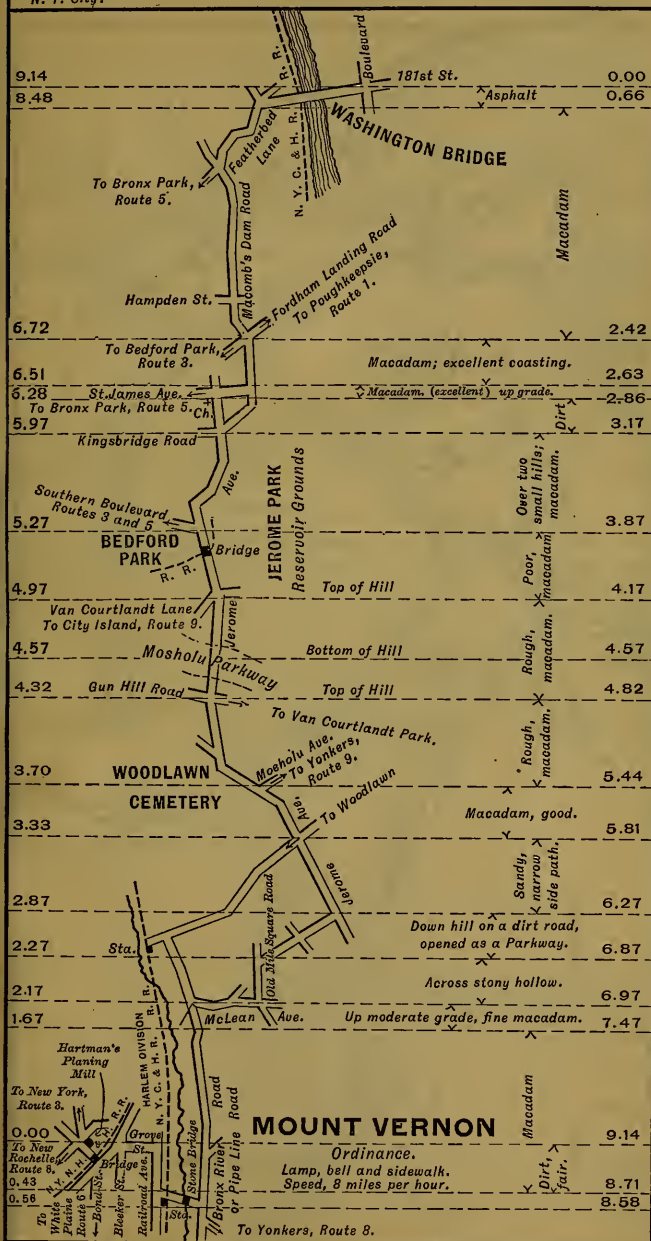
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# Route from MOUNT VERNON to WASHINGTON BRIDGE

4

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N. Y. City.

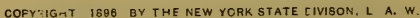
via Jerome Avenue



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## and Return



# Route from NEW YORK to WHITE PLAINS

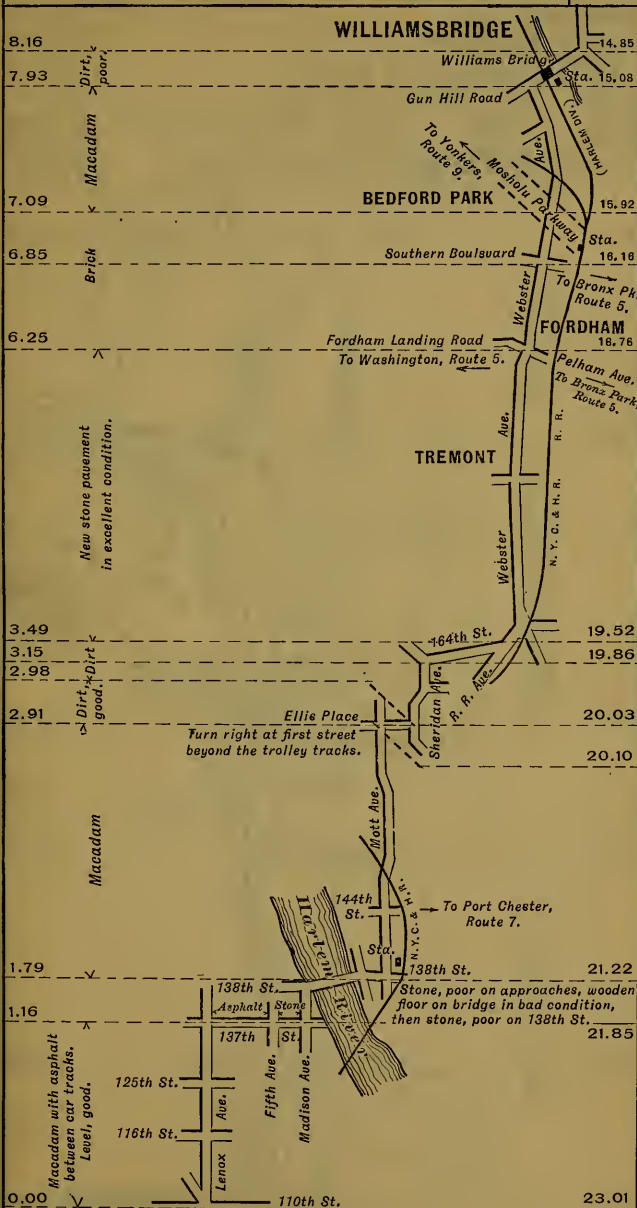
Communicated by John B. Uhle, No. 61,156  
N. Y. City.

NEW YORK  
to  
WILLIAMSBRIDGE

6<sup>a</sup>

MILES FROM NEW YORK

MILES FROM WHITE PLAINS



# Route from NEW YORK to WHITE PLAINS

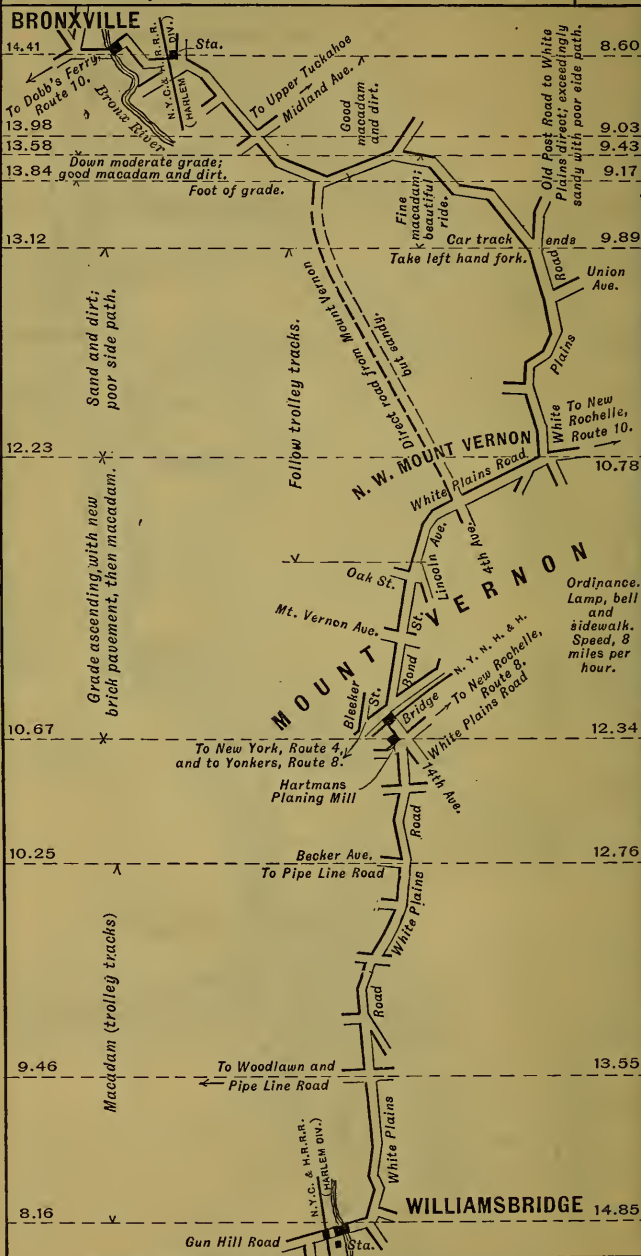
Communicated by John B. Uhle, No. 61,156  
N. Y. City.

WILLIAMSBRIDGE  
to  
BRONXVILLE

6<sup>b</sup>

MILES FROM NEW YORK

MILES FROM WHITE PLAINS



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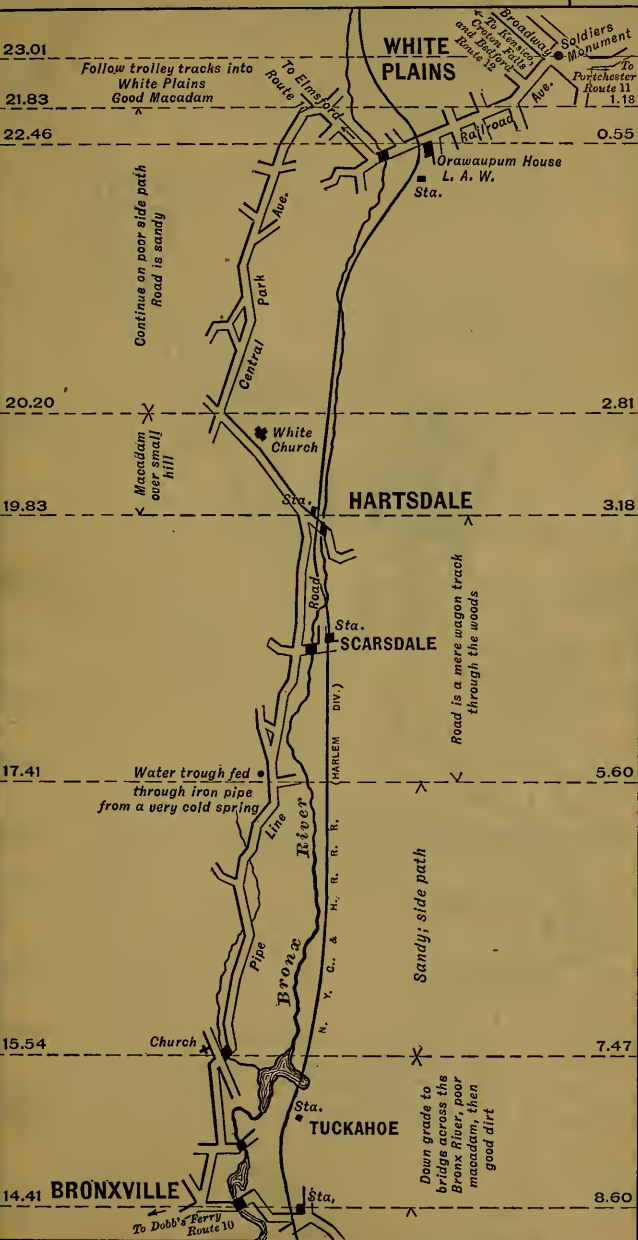
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# Route from NEW YORK to WHITE PLAINS

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N. Y. City

BRONXVILLE  
to  
WHITE PLAINS

C  
6



MILES FROM WHITE PLAINS

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# Route from NEW YORK to PORTCHESTER

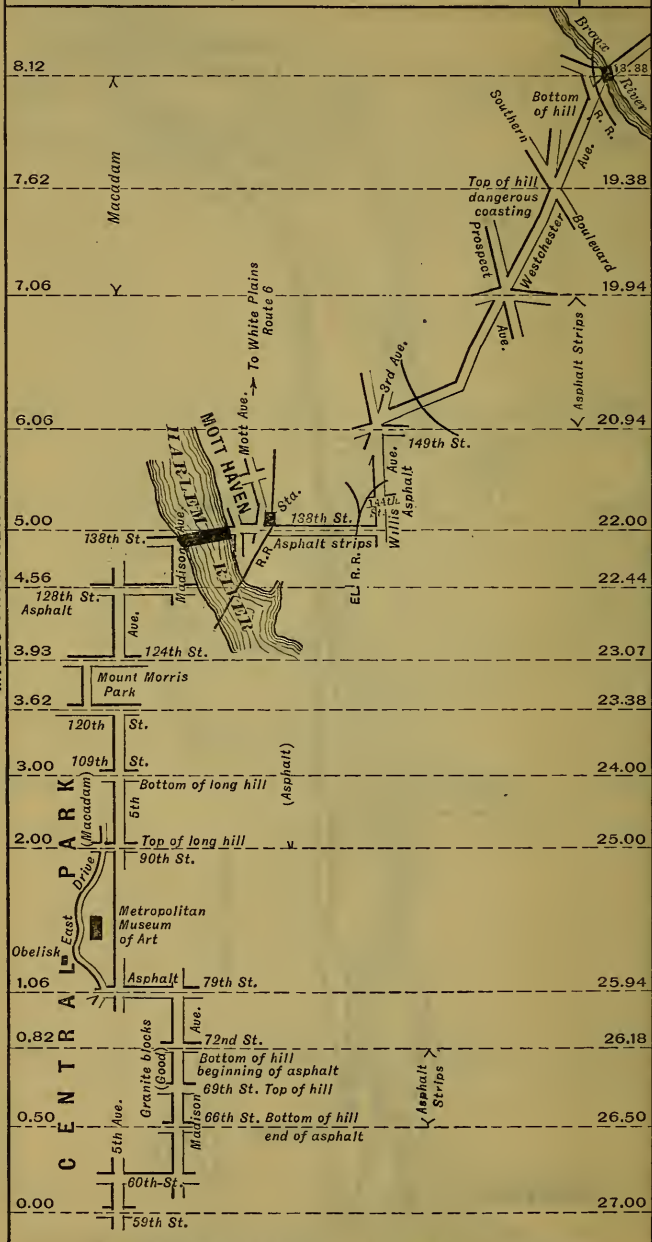
Communicated by Arthur P. Stanley-Hyde,  
No. 67,270, N. Y. City

NEW YORK  
to the  
BRONX RIVER

a  
7

MILES FROM NEW YORK

MILES FROM PORTCHESTER



# Route from NEW YORK to PORTCHESTER

Communicated by Arthur P. Stanley-Hyde,  
No. 67,270, N. Y. City

BRONX RIVER  
to  
PELHAM MANOR

<sup>b</sup>  
7



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# Route from NEW YORK to PORTCHESTER

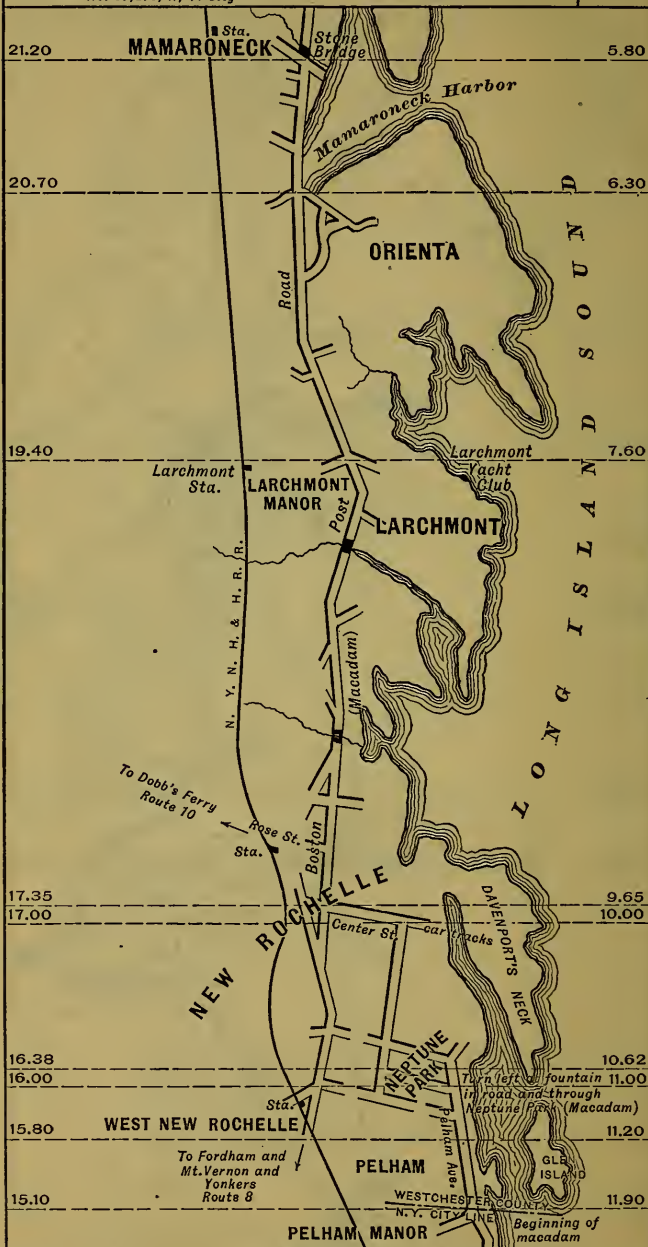
Communicated by Arthur P. Stanley-Hyde,  
No. 67,270, N. Y. City

PELHAM MANOR  
to  
MAMARONECK

<sup>C</sup>  
7

MILES FROM NEW YORK

MILES FROM PORTCHESTER



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# Route from NEW YORK to PORTCHESTER

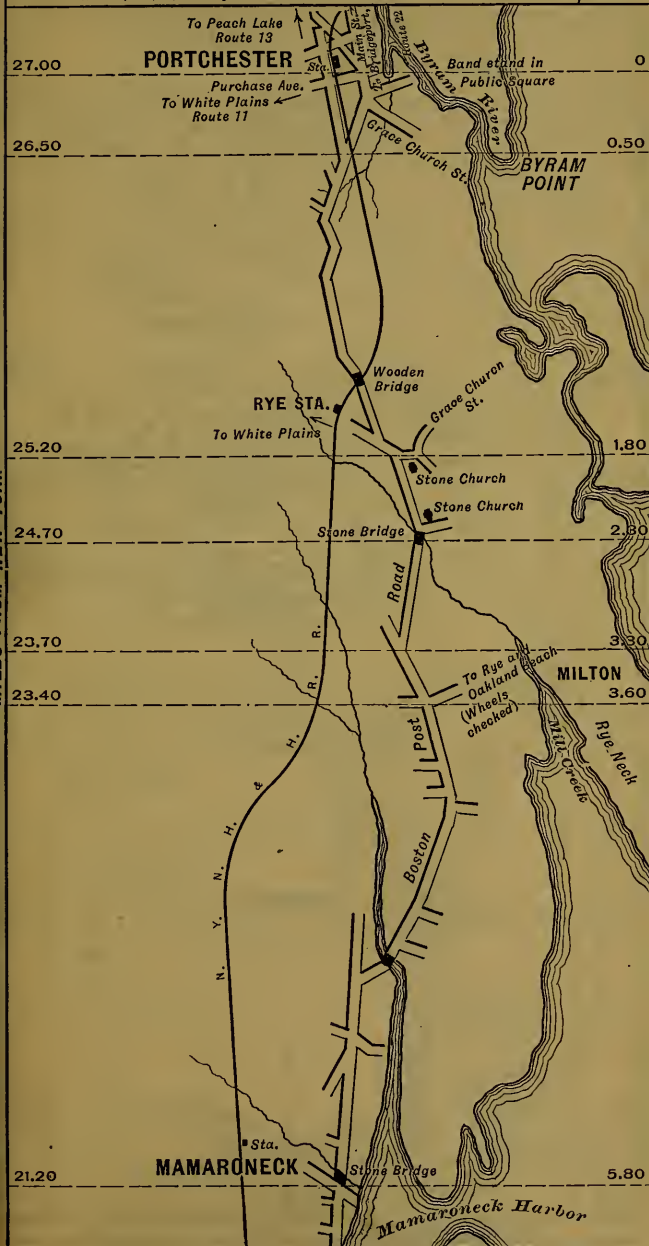
Communicated by Arthur P. Stanley-Hyde,  
No. 67,270, N. Y. City

MAMARONECK  
to  
PORTCHESTER

7<sup>d</sup>

MILES FROM NEW YORK

MILES FROM PORTCHESTER



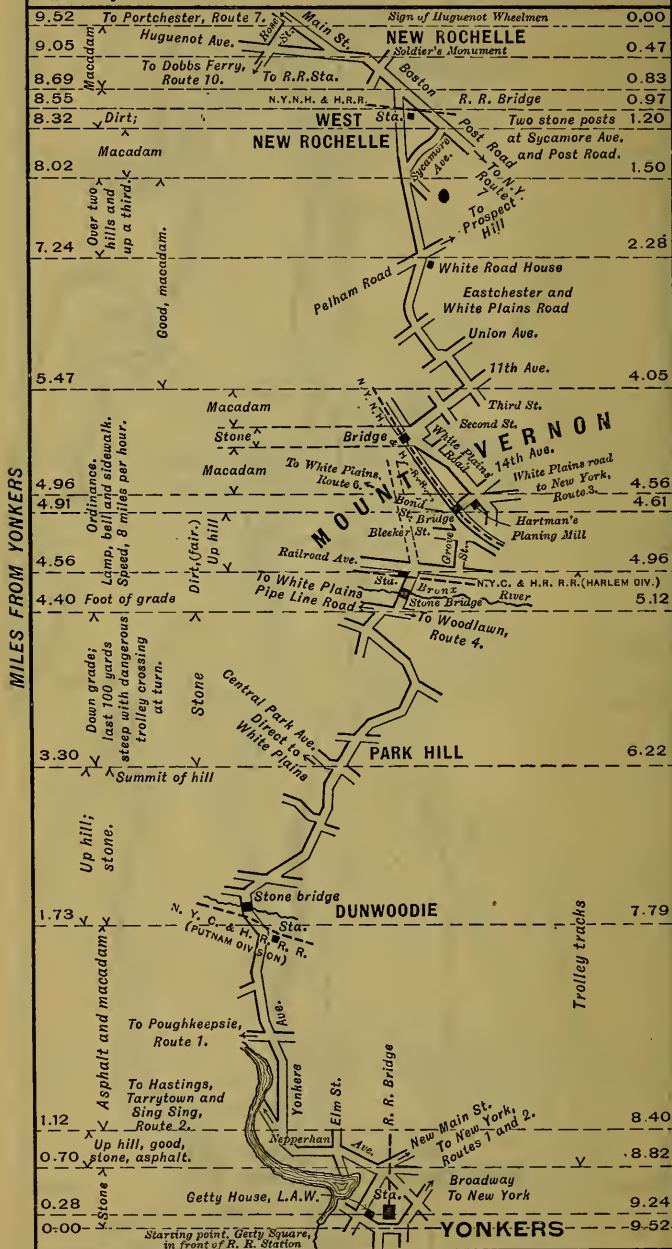
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# Route from YONKERS to NEW ROCHELLE

8

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# Route from YONKERS to CITY ISLAND

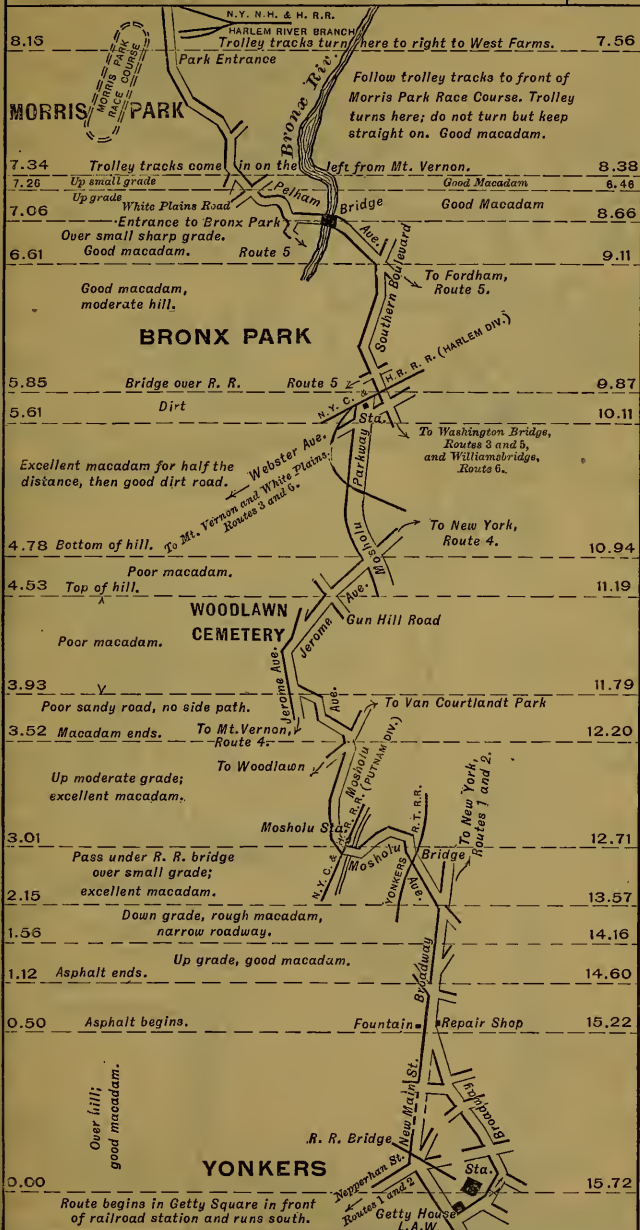
Communicated by John B. Uhle, No. 61,156.  
N. Y. City.

YONKERS  
to  
MORRIS PARK

a  
9

MILES FROM YONKERS

MILES FROM CITY ISLAND



# Route from YONKERS to CITY ISLAND

Communicated by John B. Uhle, No. 61,156,  
N. Y. City.

MORRIS PARK  
to  
CITY ISLAND

b  
9

MILES FROM YONKERS

MILES FROM CITY ISLAND



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# Route from NEW ROCHELLE to DOBB'S FERRY

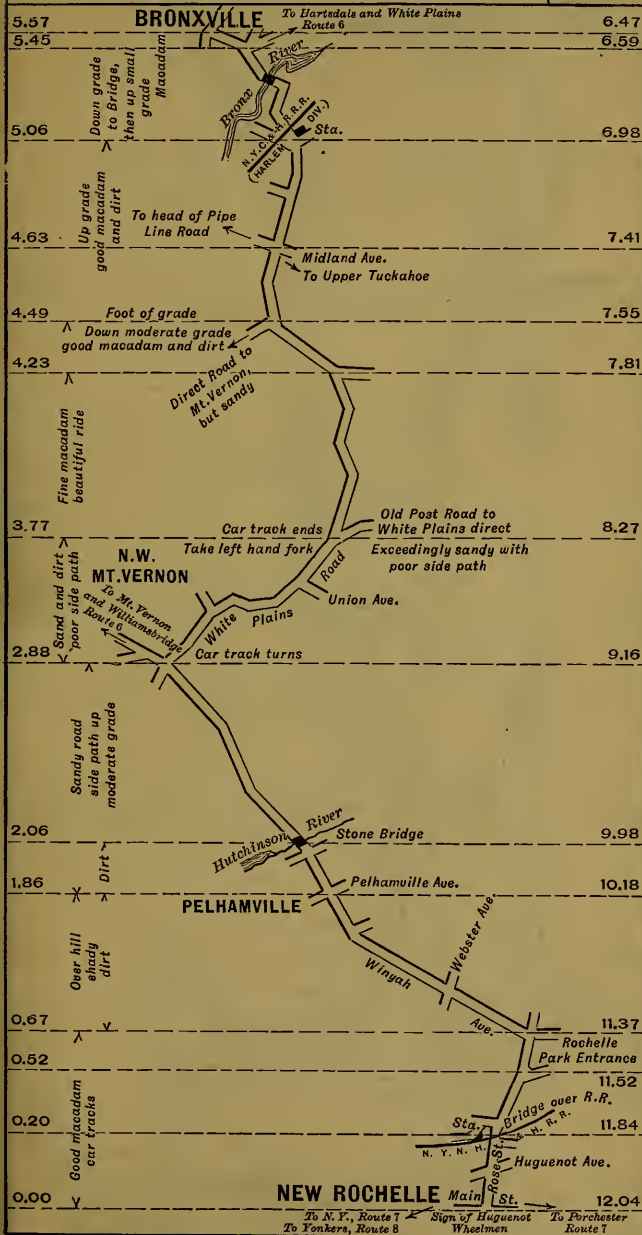
Communicated by John B. Uhle, No. 61,156  
N. Y. City

NEW ROCHELLE  
to  
BRONXVILLE

10<sup>a</sup>

MILES FROM NEW ROCHELLE

MILES FROM DOBB'S FERRY



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# Route from NEW ROCHELLE to DOBB'S FERRY

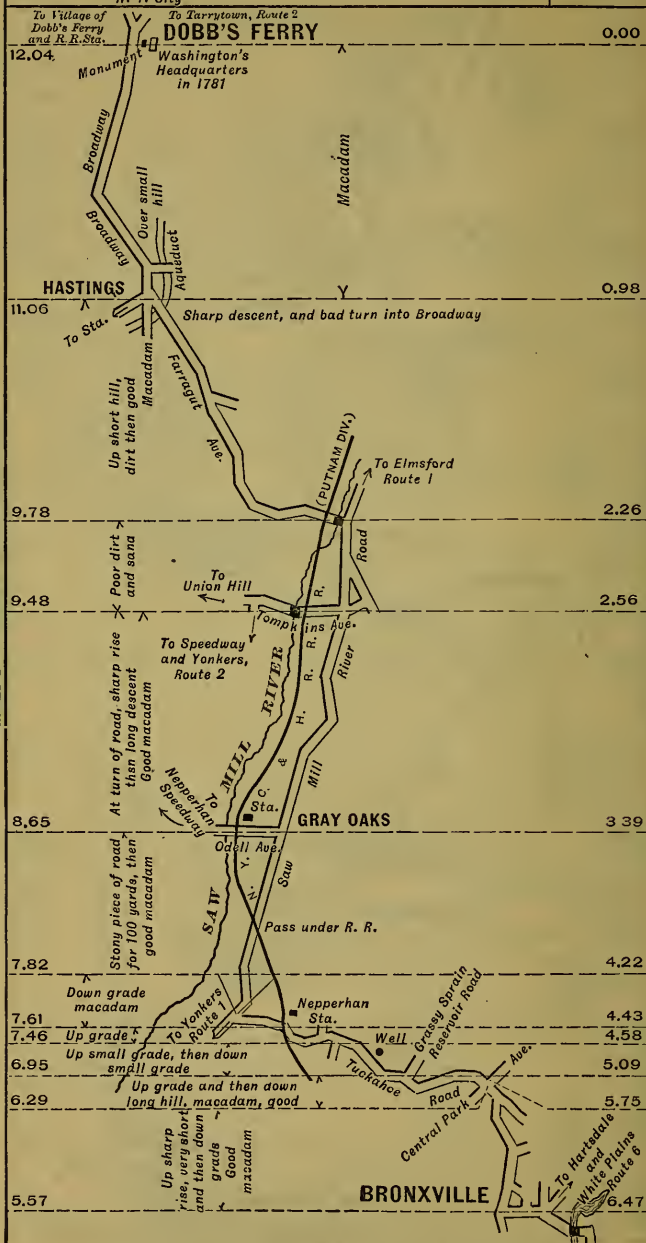
Communicated by John B. Uhle, No. 61,156  
N. Y. City

BRONXVILLE  
to  
DOBB'S FERRY

10<sup>b</sup>

MILES FROM NEW ROCHELLE

MILES FROM DOBB'S FERRY



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# Route from PORTCHESTER to TARRYTOWN

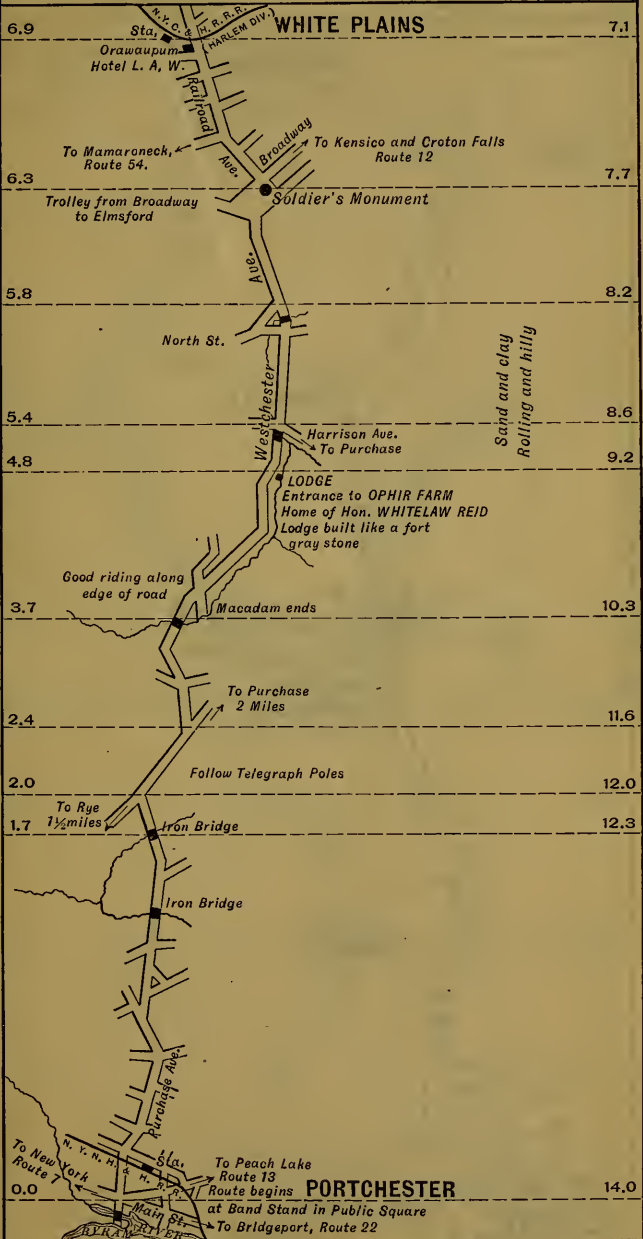
Communicated by A. P. Stanley-Hyde, No. 67,270  
N. Y. City

PORTCHESTER  
to  
WHITE PLAINS

11<sup>a</sup>

MILES FROM PORTCHESTER

MILES FROM TARRYTOWN



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Route from  
**PORTCHESTER to TARRYTOWN**  
Communicated by A. P. Stanley-Hyde, No. 67,270  
N. Y. City

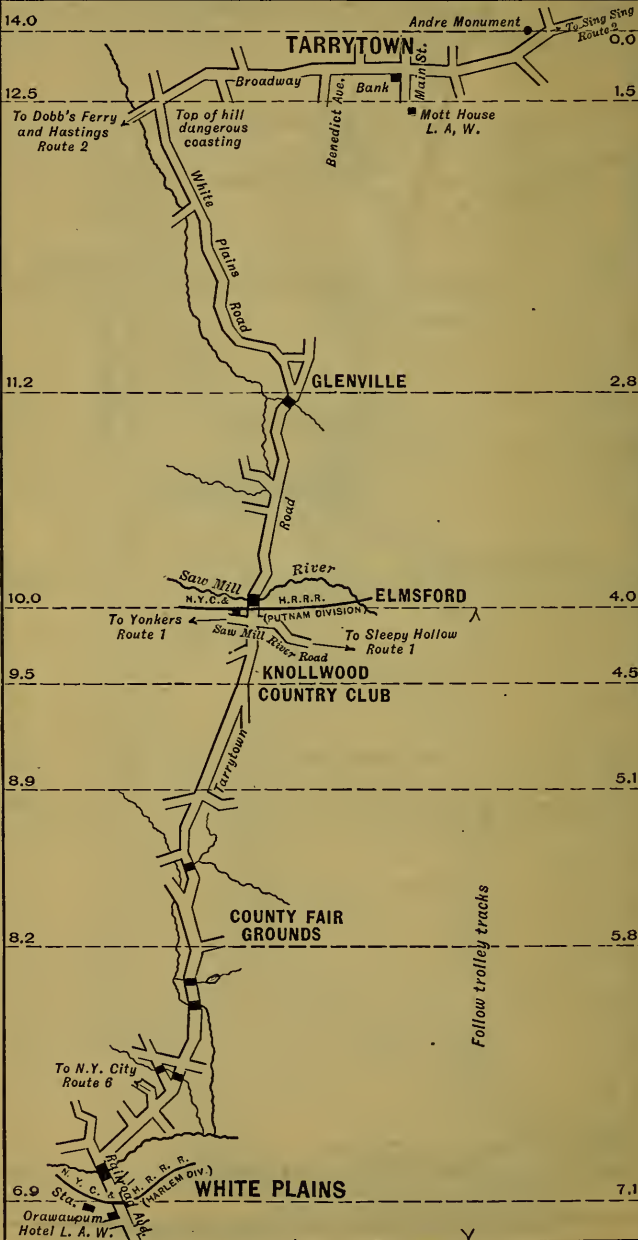
WHITE PLAINS  
to  
TARRYTOWN

11

b

MILES FROM PORTCHESTER

MILES FROM TARRYTOWN



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# Route from WHITE PLAINS to CROTON FALLS

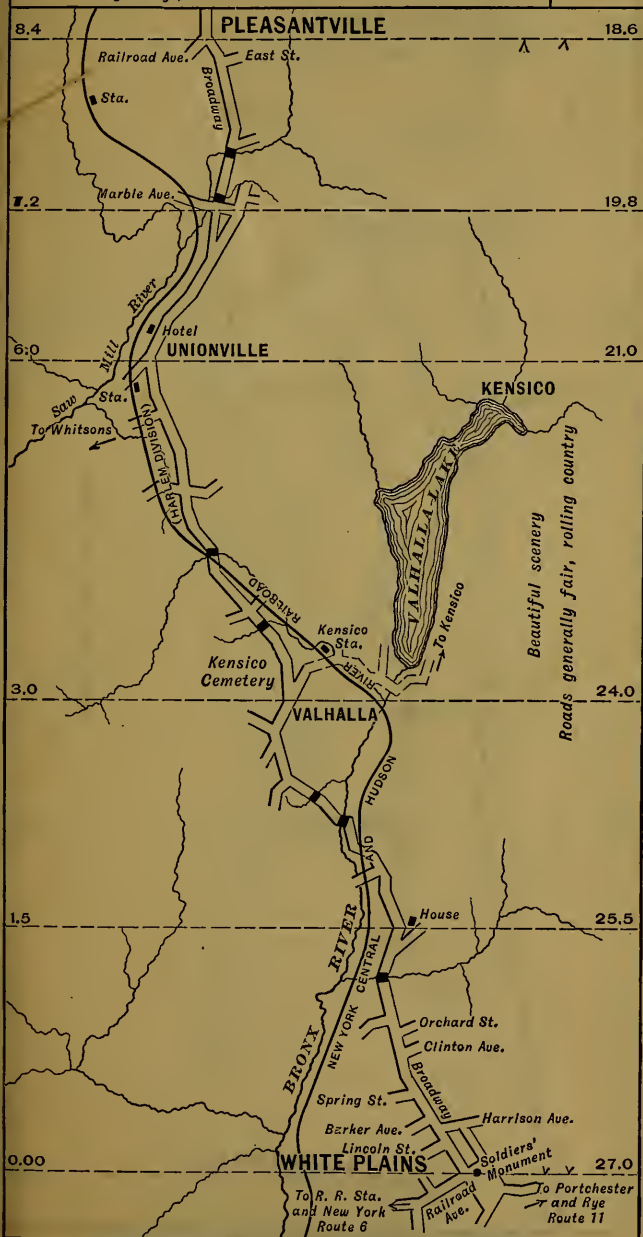
Communicated by Wilson R. Yard, No. 63,552  
High Bridge, N.Y.

WHITE PLAINS  
to  
PLEASANTVILLE

12<sup>a</sup>

MILES FROM WHITE PLAINS

MILES FROM CROTON FALLS



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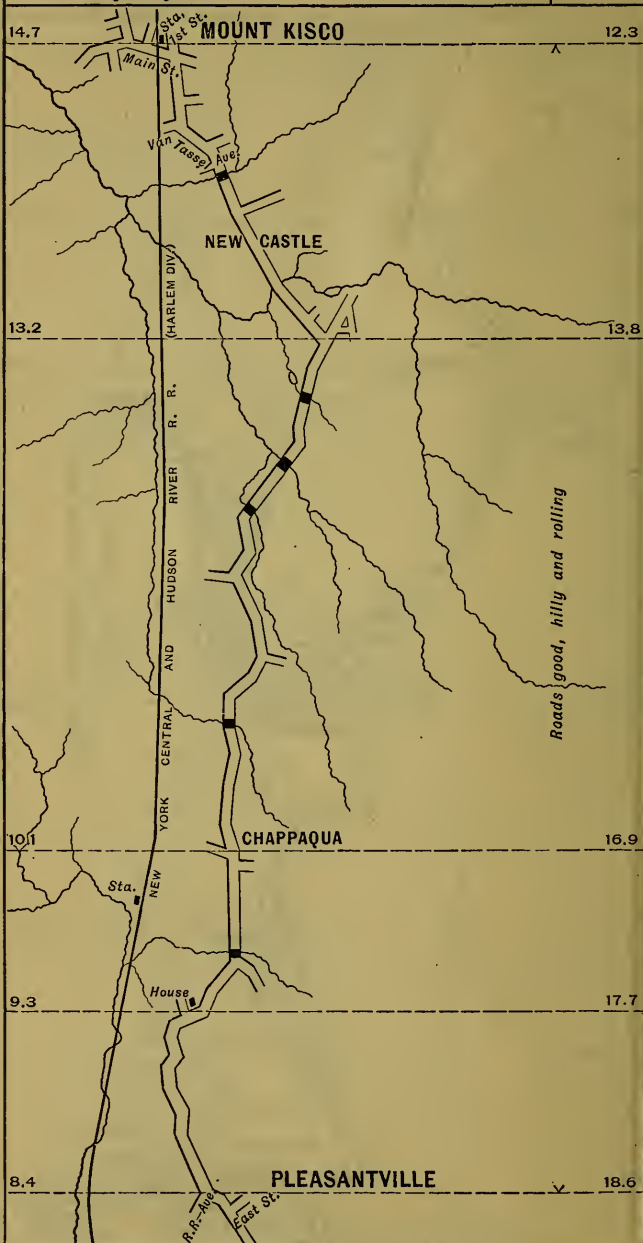
# Route from WHITE PLAINS to CROTON FALLS

Communicated by Wilson R. Yard, No. 63,552  
High Bridge, N.Y.

PLEASANTVILLE  
to  
MOUNT KISCO

12<sup>b</sup>

MILES FROM WHITE PLAINS



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# Route from WHITE PLAINS to CROTON FALLS

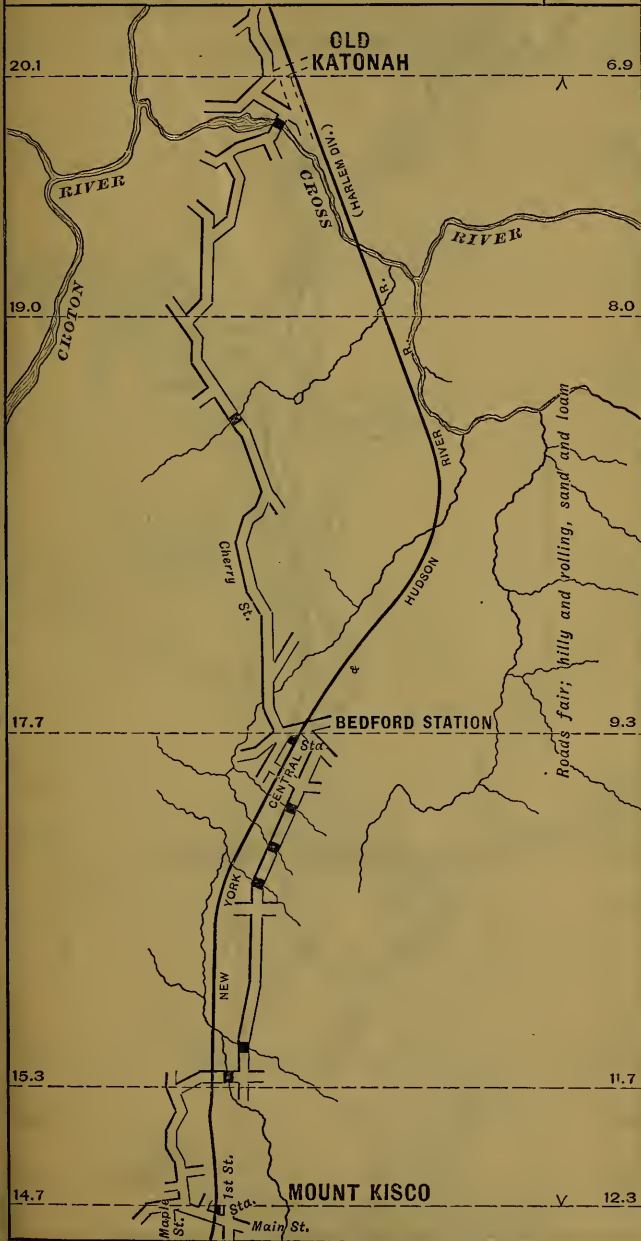
Communicated by Wilson R. Yard, No. 63,552  
High Bridge, N. Y.

MOUNT KISCO  
to  
KATONAH

12<sup>c</sup>

MILES FROM WHITE PLAINS

MILES FROM CROTON FALLS



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# Route from WHITE PLAINS to CROTON FALLS

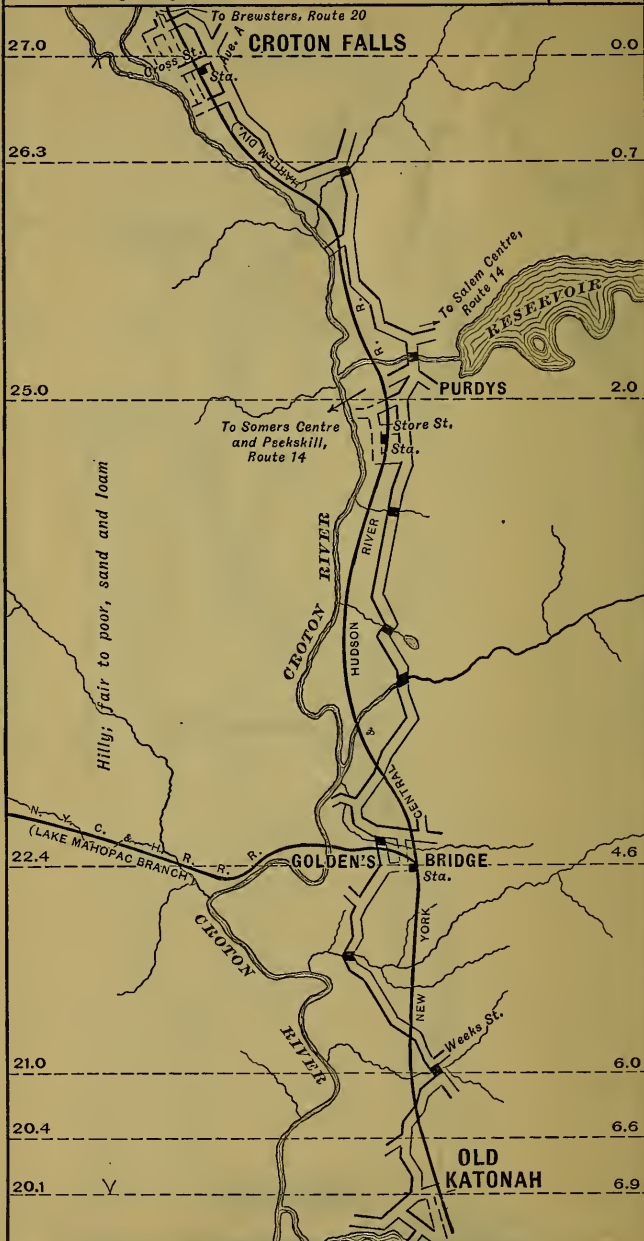
Communicated by Wilson R. Yard, No. 63,552  
High Bridge, N. Y.

KATONAH  
to  
CROTON FALLS

12<sup>d</sup>

MILES FROM WHITE PLAINS

MILES FROM CROTON FALLS



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# Route from PORTCHESTER to PEACH LAKE

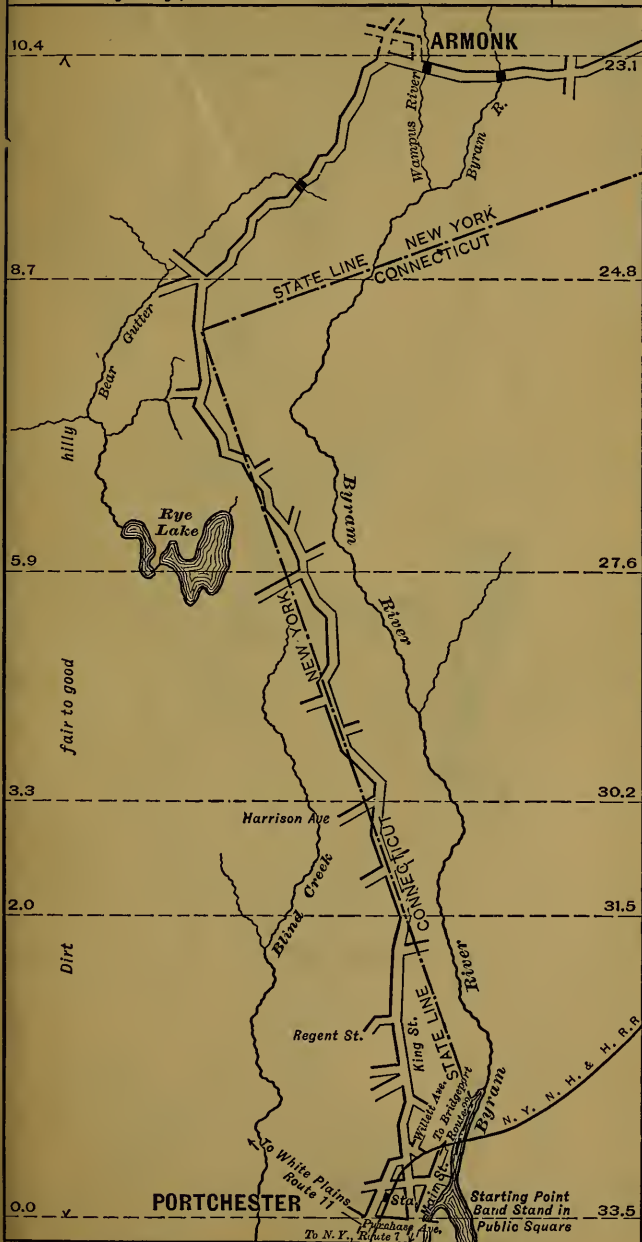
Communicated by Wilson R. Yard, No. 63,552,  
High Bridge, N.Y.

PORTCHESTER  
to  
ARMONK

<sup>a</sup>  
13

MILES FROM PORTCHESTER

MILES FROM PEACH LAKE



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# Route from PORTCHESTER to PEACH LAKE

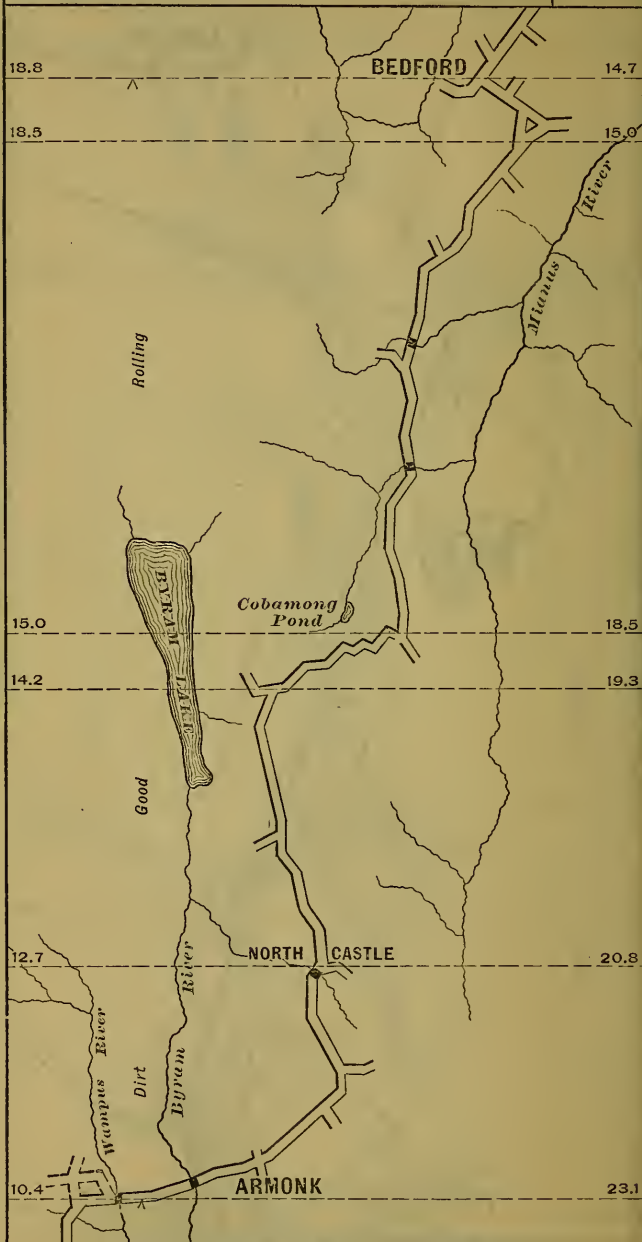
Communicated by Wilson R. Yard, No. 63,552,  
High Bridge, N.Y.

ARMONK  
to  
BEDFORD

13<sup>b</sup>

MILES FROM PORTCHESTER

MILES FROM PEACH LAKE



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# Route from PORTCHESTER to PEACH LAKE

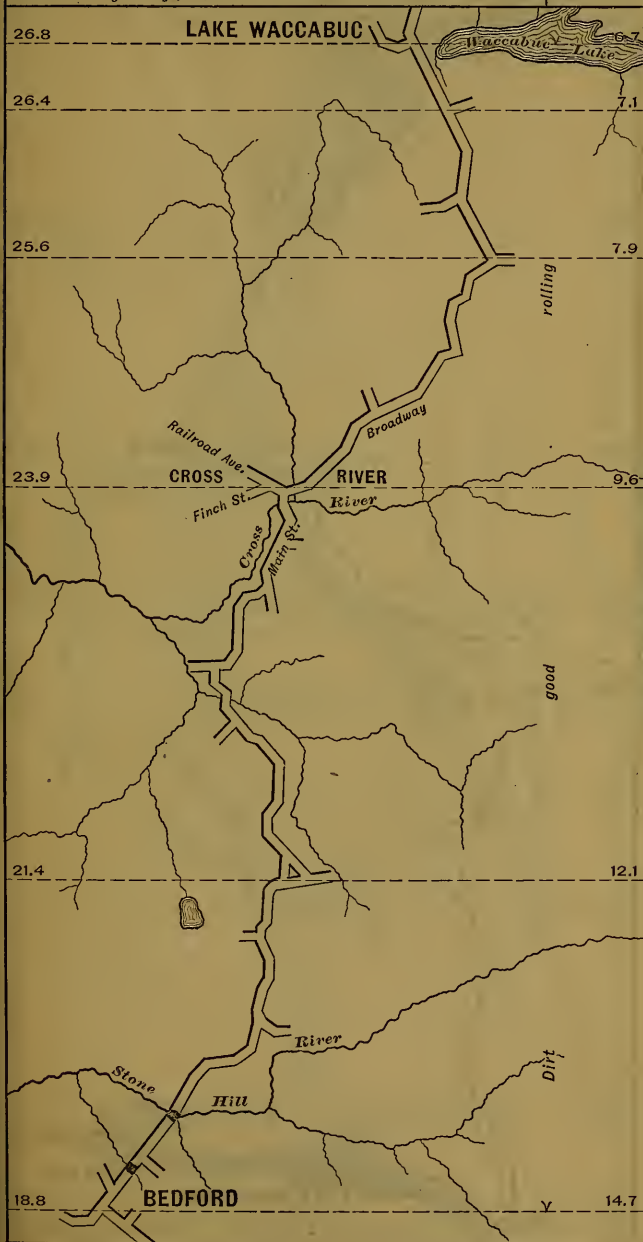
Communicated by Wilson R. Yard, No. 63,552,  
High Bridge, N.Y.

BEDFORD  
to  
LAKE WACCABUC

C  
13

MILES FROM PORTCHESTER

MILES FROM PEACH LAKE



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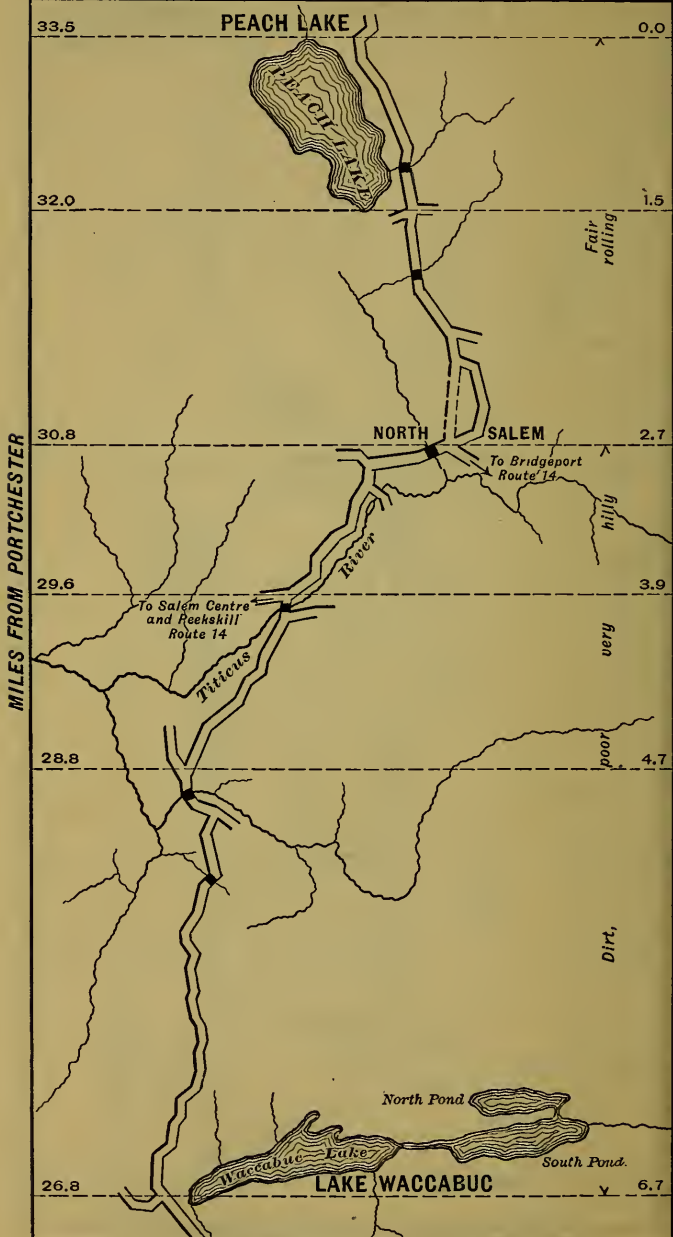
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# Route from PORTCHESTER to PEACH LAKE

Communicated by Wilson R. Yard, No. 63,552,  
High Bridge, N.Y.

LAKE WACCABUC  
to  
PEACH LAKE

13<sup>d</sup>



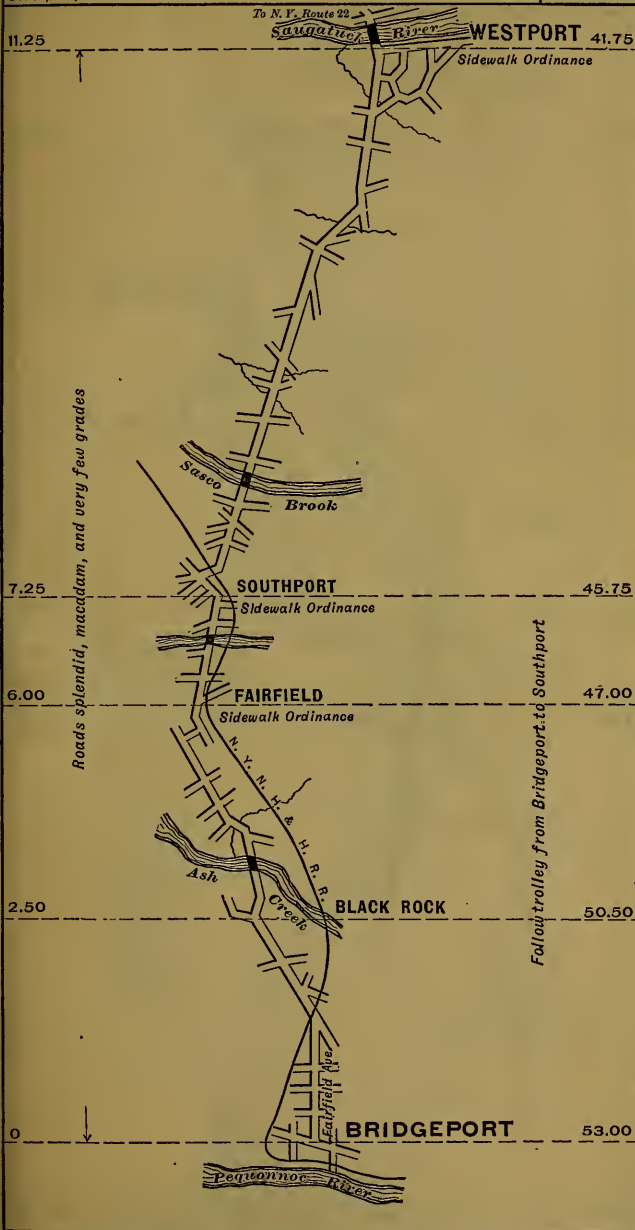
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Route from  
**BRIDGEPORT, CONN., to PEEKSKILL, N. Y.,**  
 Communicated by  
 F. B. Hyde, No. 110,199  
 Southport, Conn.

**BRIDGEPORT**  
 to  
**WESTPORT**

**14<sup>a</sup>**



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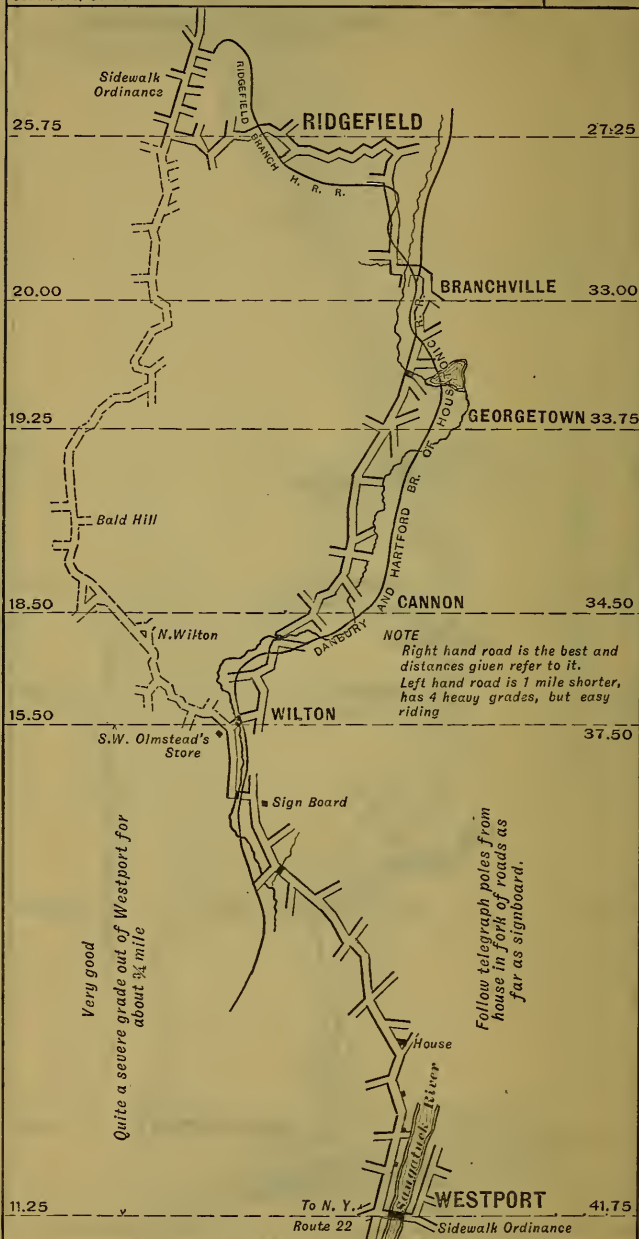
Route from  
BRIDGEPORT, CONN., to PEEKSKILL, N. Y.,  
Communicated by  
F. B. Hyde, No. 110,199  
Southport, Conn.

WESTPORT  
to  
RIDGEFIELD

14<sup>b</sup>

MILES FROM BRIDGEPORT, CONN.

MILES FROM PEEKSKILL



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# Route from BRIDGEPORT, CONN., to PEEKSKILL, N. Y.

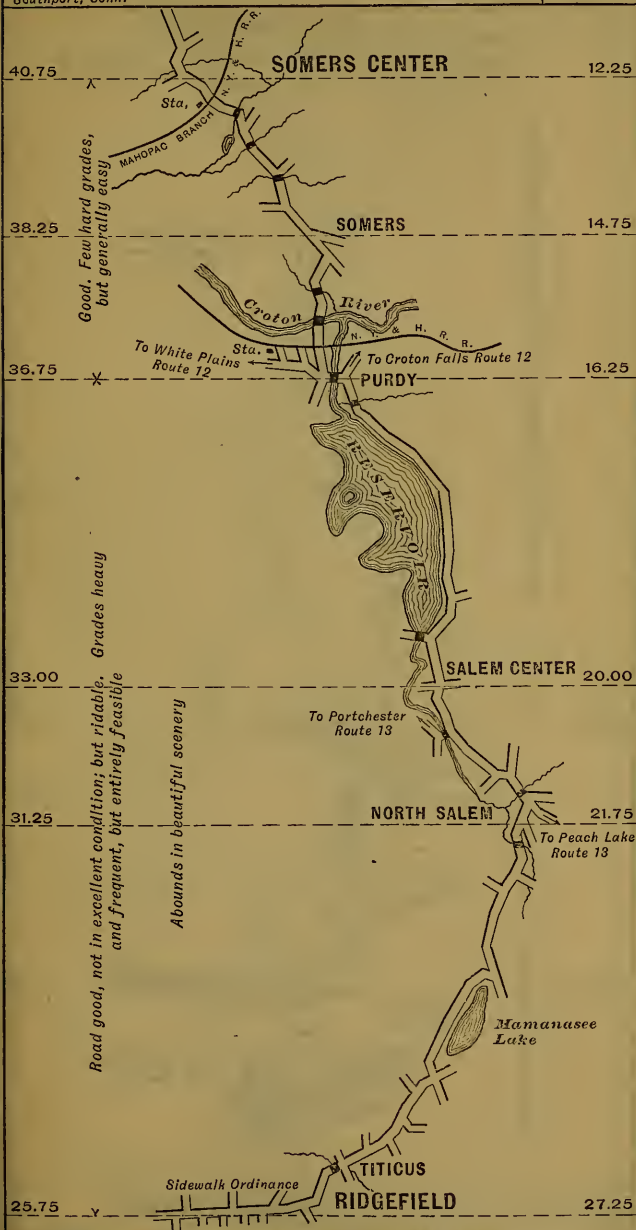
Communicated by  
F. B. Hyde, No. 110,199  
Southport, Conn.

RIDGEFIELD  
to  
SOMERS CENTER

<sup>C</sup>  
14

MILES FROM BRIDGEPORT, CONN.

MILES FROM PEEKSKILL



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# Route from BRIDGEPORT, CONN., to PEEKSKILL, N. Y.

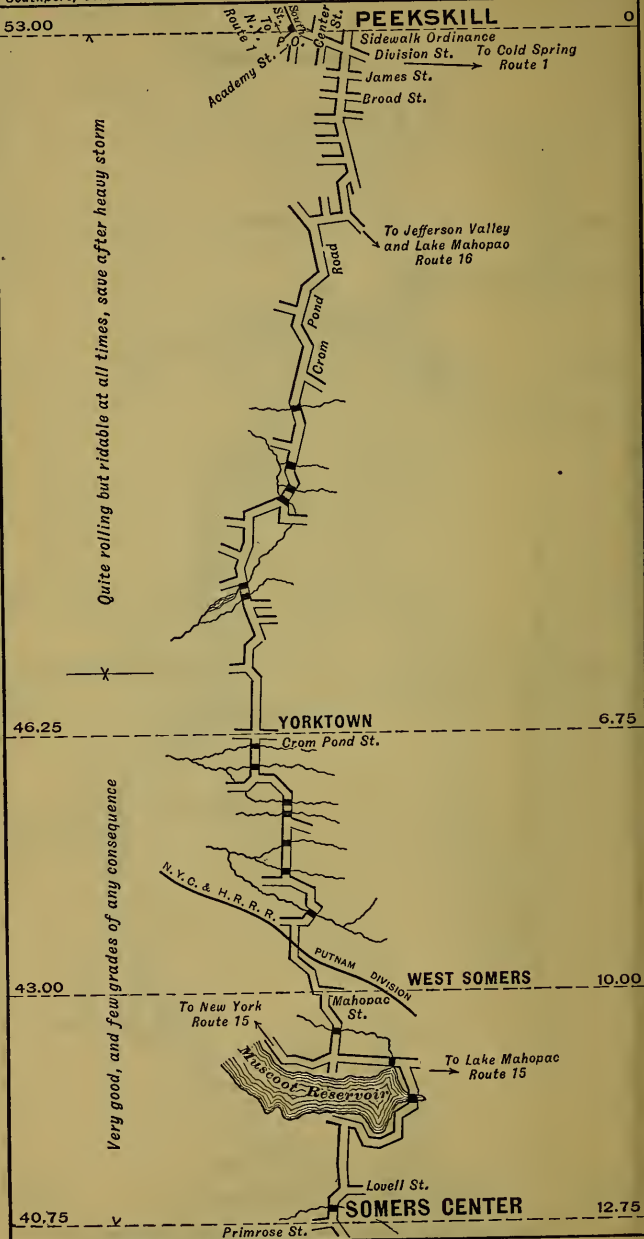
Communicated by  
F. B. Hyde, No. 110,199  
Southport, Conn.

SOMERS CENTER  
to  
PEEKSKILL

14<sup>d</sup>

MILES FROM BRIDGEPORT, CONN.

MILES FROM PEEKSKILL



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# Route from NEW YORK to LAKE MAHOPAC

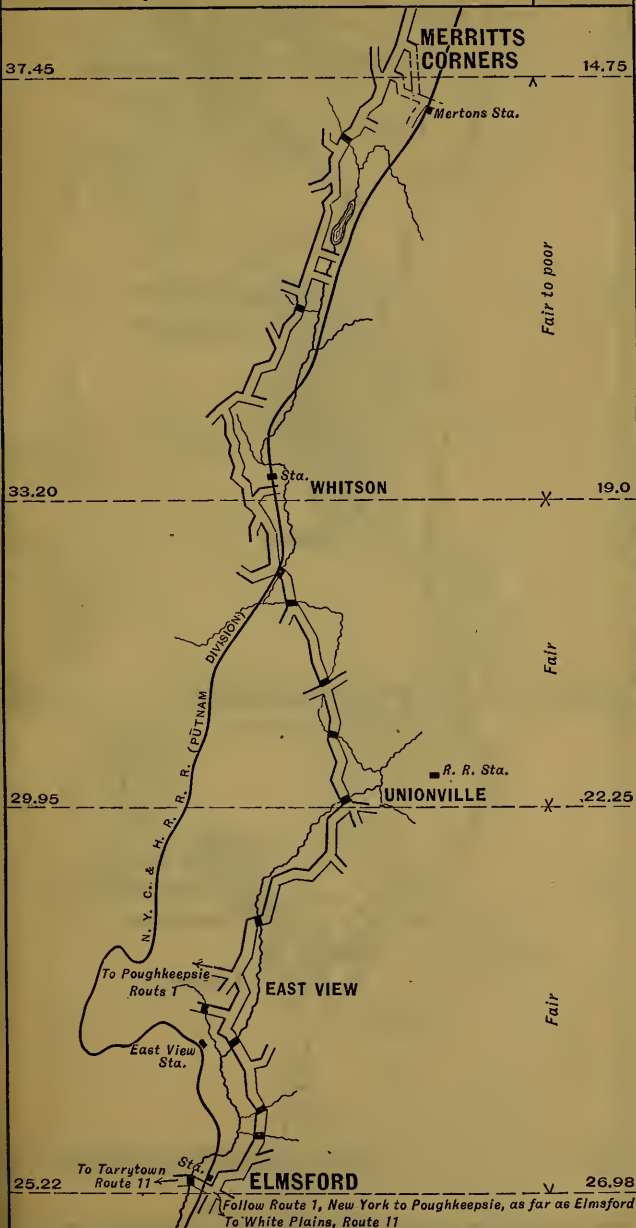
Communicated by Webster Wagner, No. 79,978  
Brooklyn, N. Y.

ELMSFORD  
to  
MERRITTS  
CORNERS

<sup>a</sup>  
15

MILES FROM NEW YORK

MILES FROM LAKE MAHOPAC



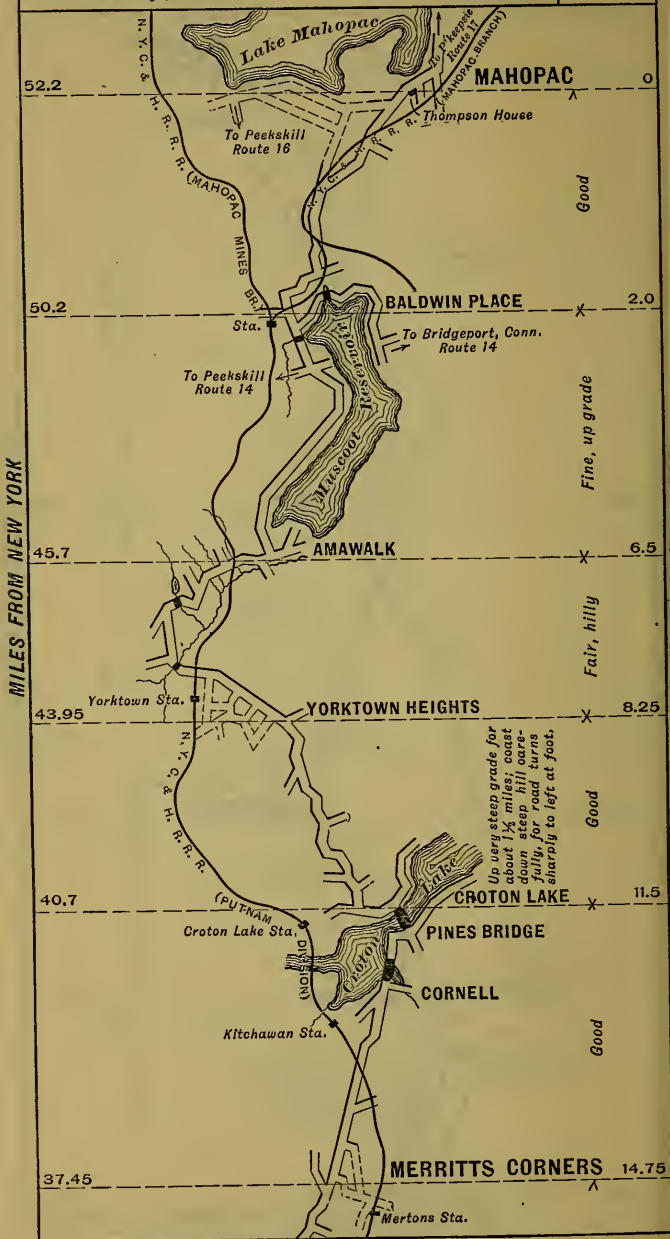
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# Route from NEW YORK to LAKE MAHOPAC

Communicated by Webster Wagner, No. 79,978  
Brooklyn, N. Y.

MERRITTS  
CORNERS  
to  
LAKE MAHOPAC

15<sup>b</sup>



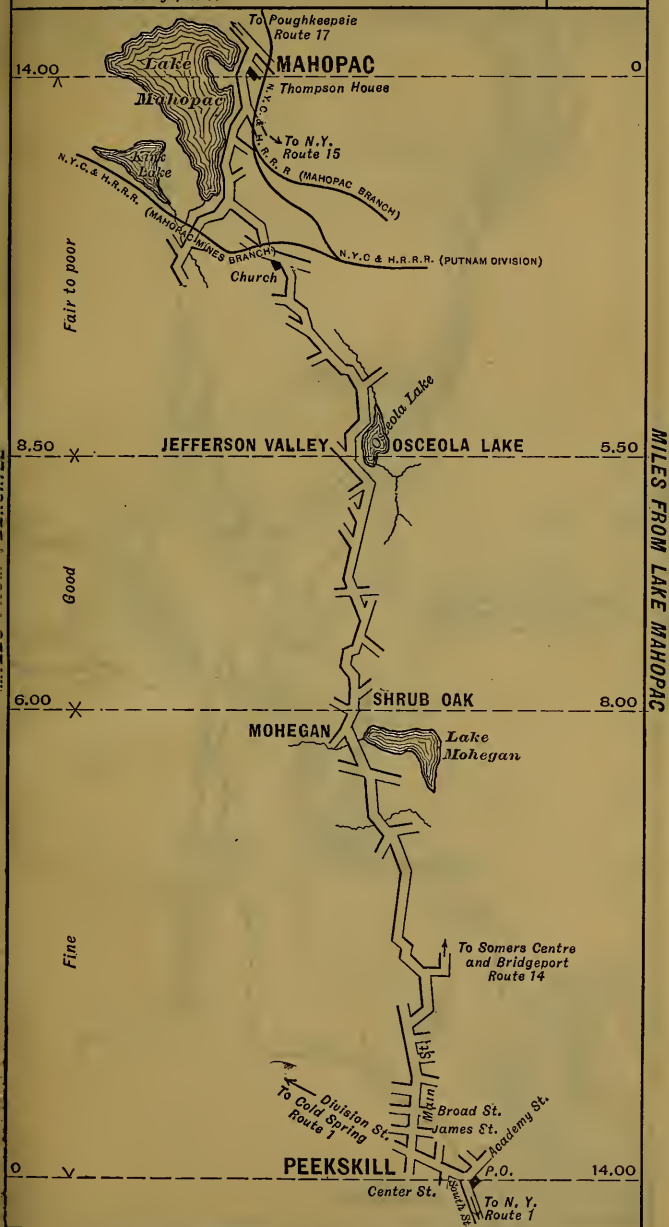
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# Route from PEEKSKILL to LAKE MAHOPAC

Communicated by Webster Wagner, No. 79,978  
Brooklyn, N. Y.

16



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# Route from LAKE MAHOPAC to POUGHKEEPSIE

Communicated by S. A. Palmer, No. 76,704  
Poughkeepsie, N. Y.

LAKE MAHOPAC  
to  
BOYD'S CORNER

17<sup>a</sup>

MILES FROM LAKE MAHOPAC



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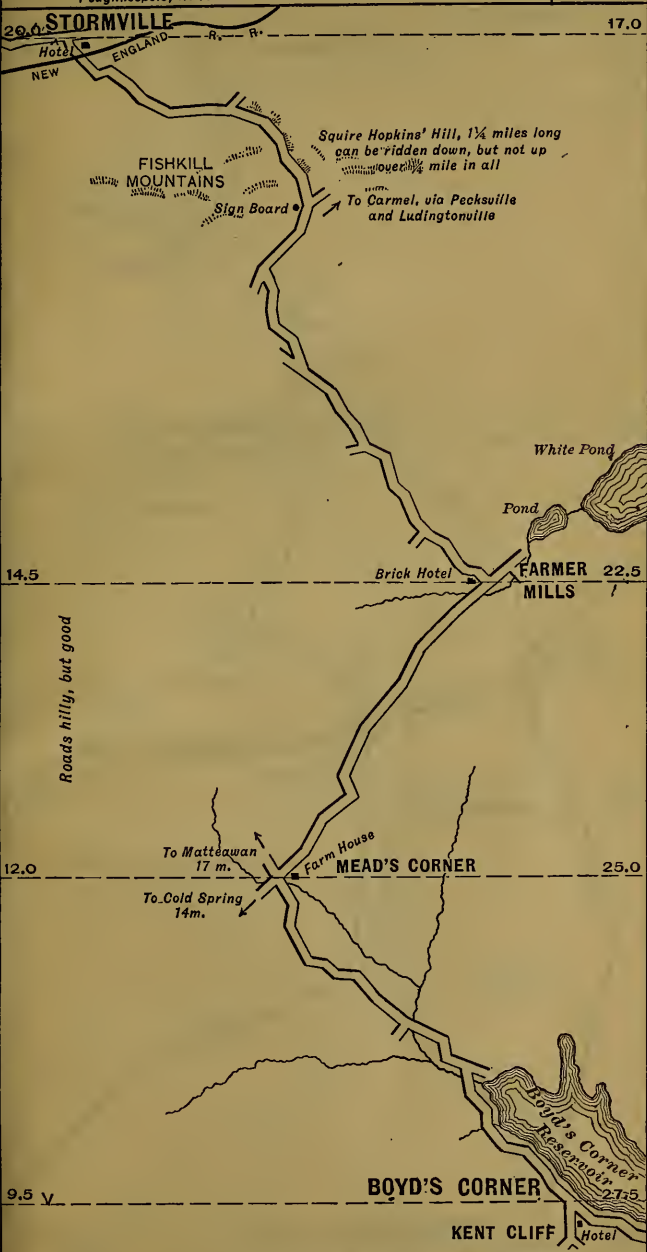
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# Route from LAKE MAHOPAC to POUGHKEEPSIE

Communicated by S. A. Palmer, No. 76,704  
Poughkeepsie, N. Y.

BOYD'S CORNER  
to  
STORMVILLE

<sup>b</sup>  
**17**



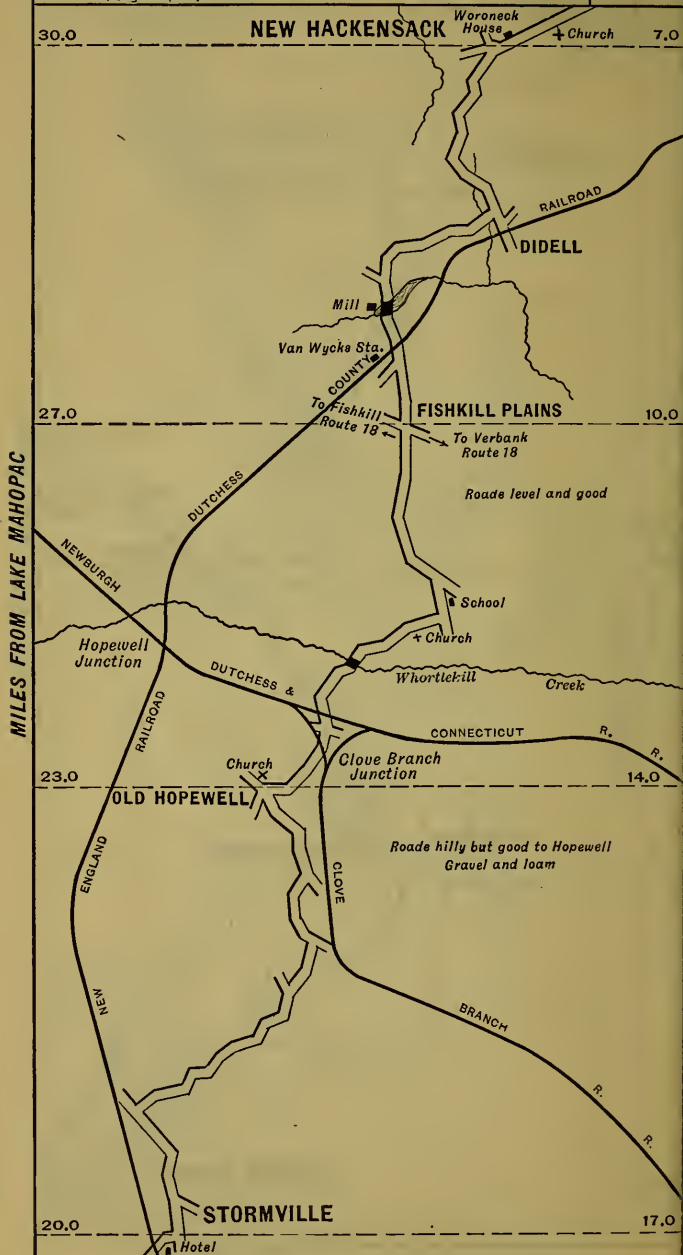
Route from  
**LAKE MAHOPAC to POUGHKEEPSIE**  
 Communicated by S. A. Palmer, No. 76,704  
 Poughkeepsie, N. Y.

STORMVILLE

to

NEW HACKENSACK

17<sup>C</sup>



EDITED BY WALTER M. MESEROLE, CIV. ENG., 189 MONTAGUE ST., BROOKLYN, N. Y.

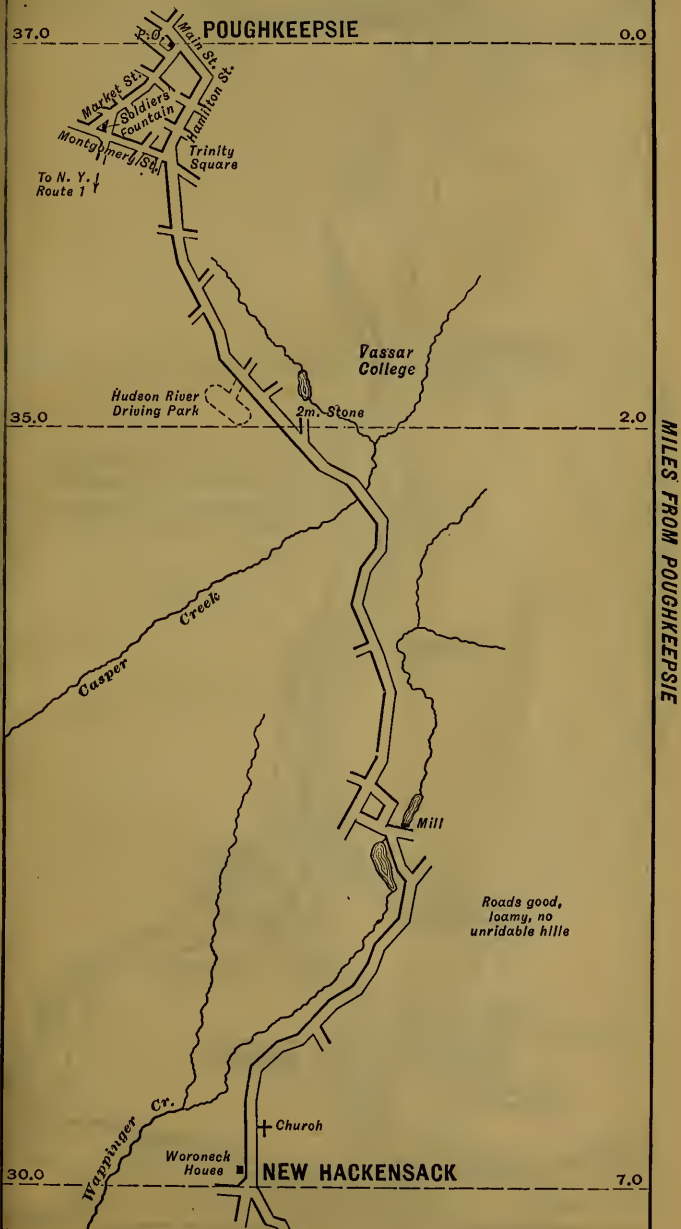
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# Route from LAKE MAHOPAC to POUGHKEEPSIE

Communicated by S. A. Palmer, No. 76,704  
Poughkeepsie, N. Y.

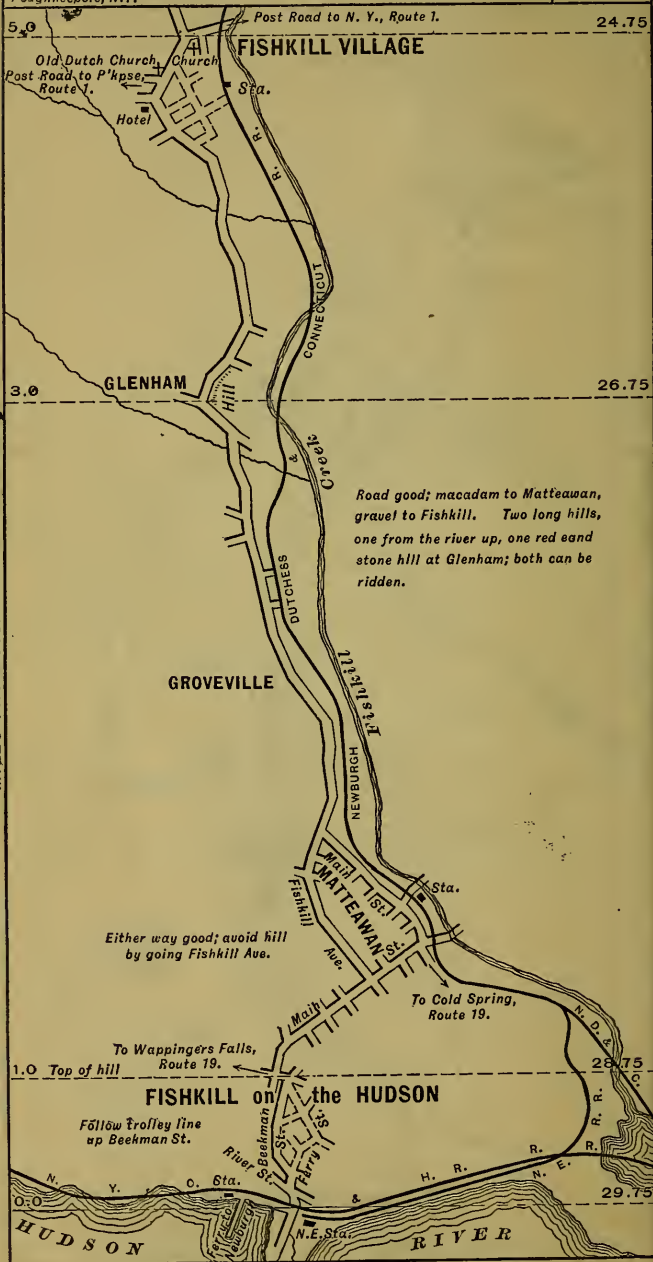
NEW HACKENSACK  
to  
POUGHKEEPSIE

17<sup>d</sup>



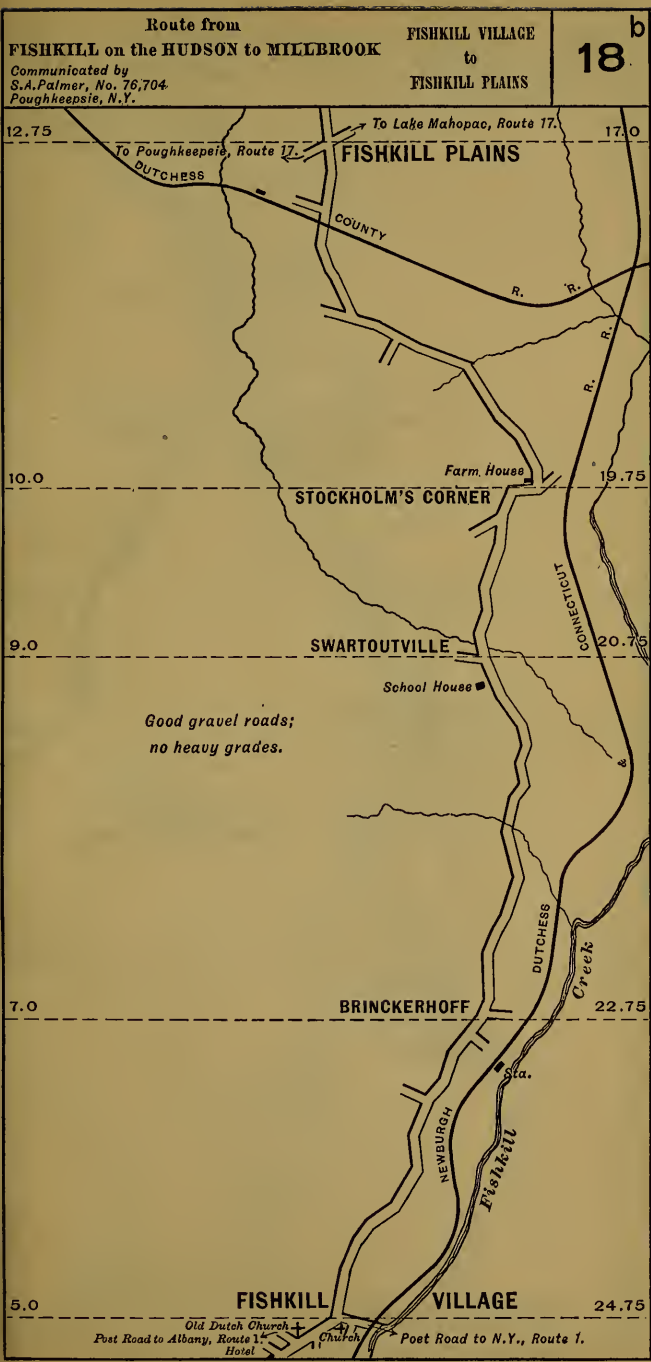
Route from **FISHKILL on the HUDSON** to **MILLBROOK**  
 Communicated by  
 S.A. Palmer, No. 76,704  
 Poughkeepsie, N.Y.

a  
 18



MILES FROM FISHKILL on the HUDSON

MILES FROM MILLBROOK



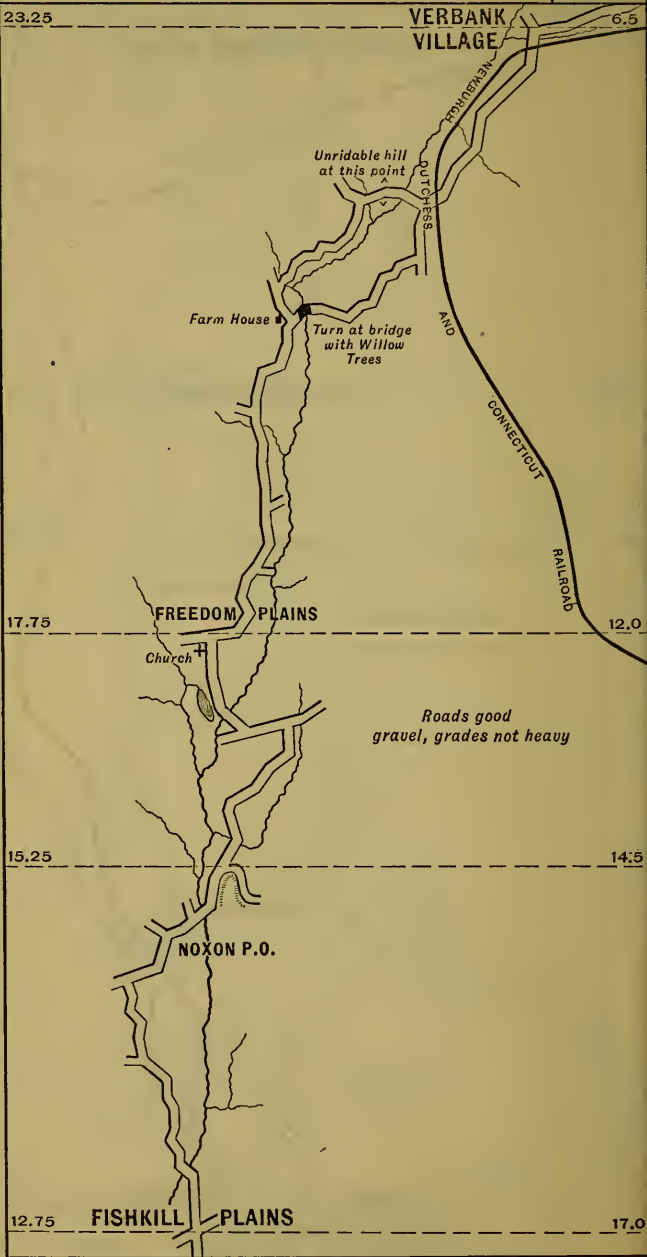
Route from  
**FISHKILL on the HUDSON to MILLBROOK**  
 Communicated by S. A. Palmer, No. 76,704  
 Poughkeepsie, N. Y.

**FISHKILL PLAINS**  
 to  
**VERBANK VILLAGE**

<sup>C</sup>  
**18**

MILES FROM FISHKILL ON THE HUDSON

MILES FROM MILLBROOK

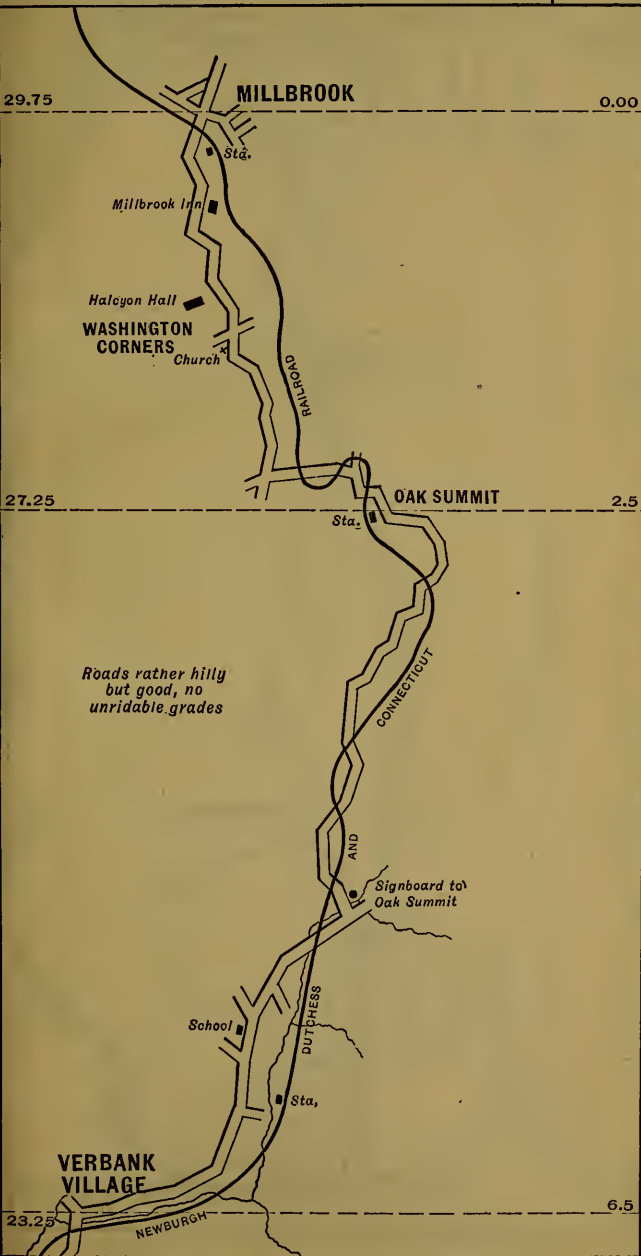


Route from  
FISHKILL on the HUDSON to MILLBROOK

Communicated by S. A. Palmer, No. 76,704  
Poughkeepsie, N. Y.

VERBANK VILLAGE  
to  
MILLBROOK

18<sup>d</sup>



# Route from WAPPINGERS FALLS to COLD SPRING

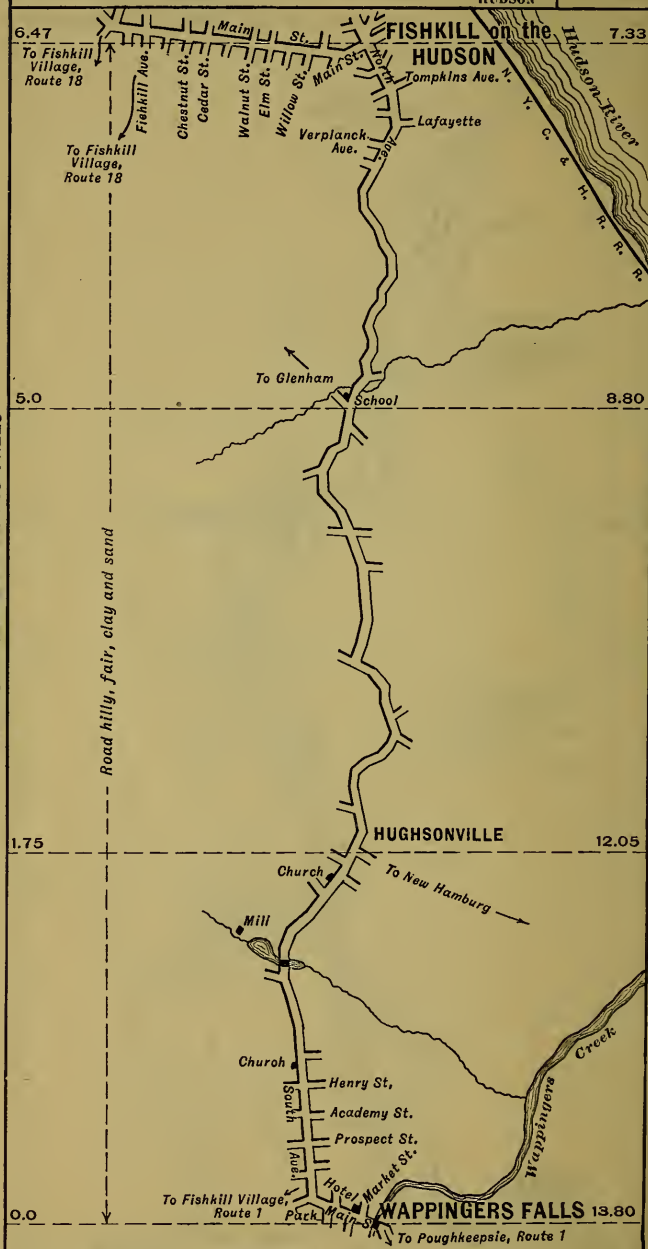
Communicated by N. Wright, No. 63,578, Poughkeepsie, N. Y.

WAPPINGERS  
FALLS  
to  
FISHKILL  
on the  
HUDSON

19<sup>a</sup>

MILES FROM WAPPINGERS FALLS

MILES FROM COLD SPRING



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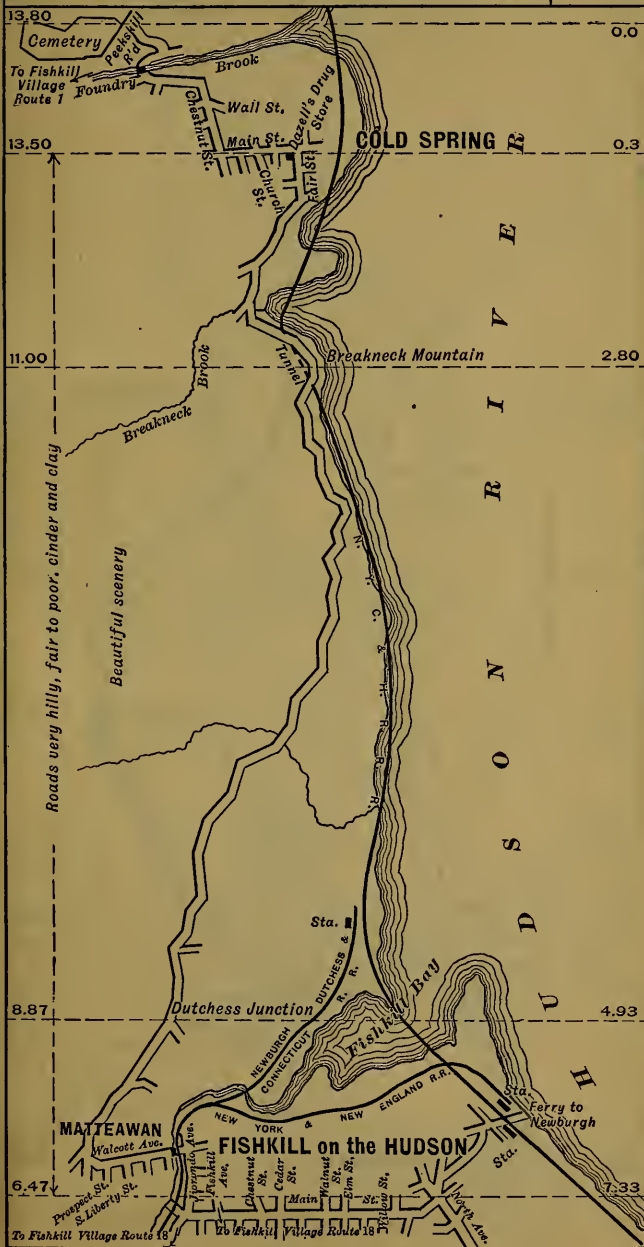
# Route from WAPPINGERS FALLS to COLD SPRING

FISHKILL  
on the  
HUDSON  
to

19<sup>b</sup>

Communicated by N. Wright, No. 63,578, Poughkeepsie, N. Y.

COLD SPRING



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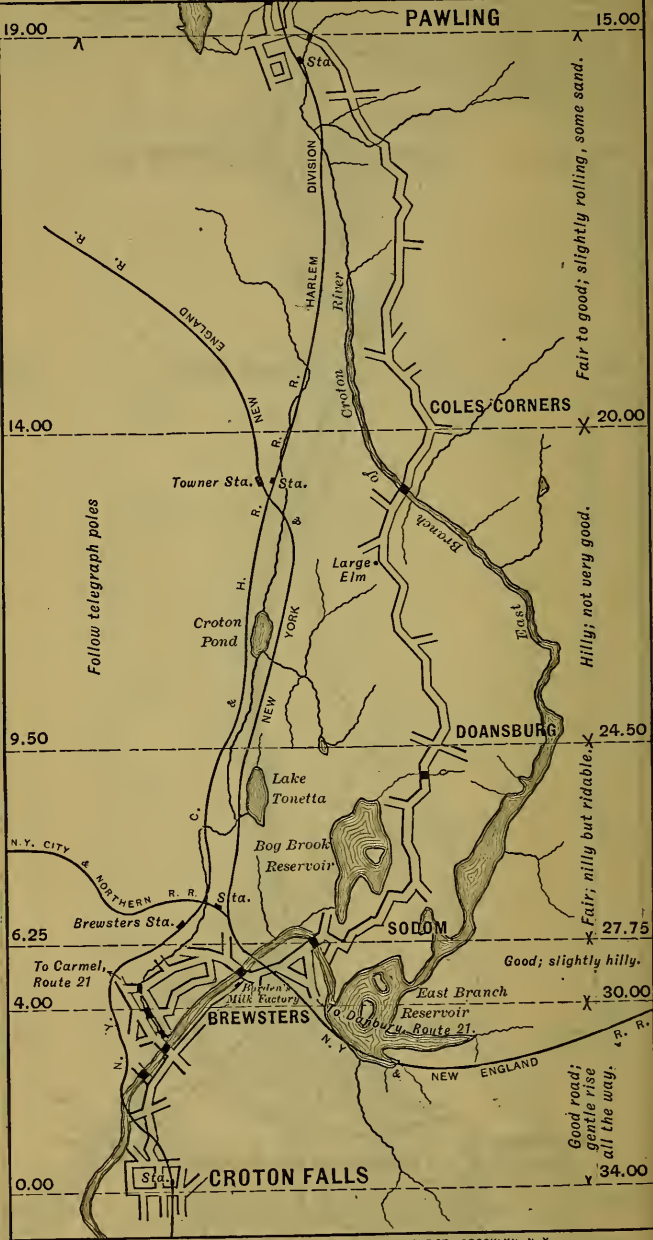
**Route from CROTON FALLS to DOVER PLAINS**  
 Communicated by G. S. Holmes, No. 98,954.  
 Pawling, N. Y.

**CROTON FALLS**  
 to  
**PAWLING**

**a**  
**20**

**MILES FROM CROTON FALLS**

**MILES FROM DOVER PLAINS**



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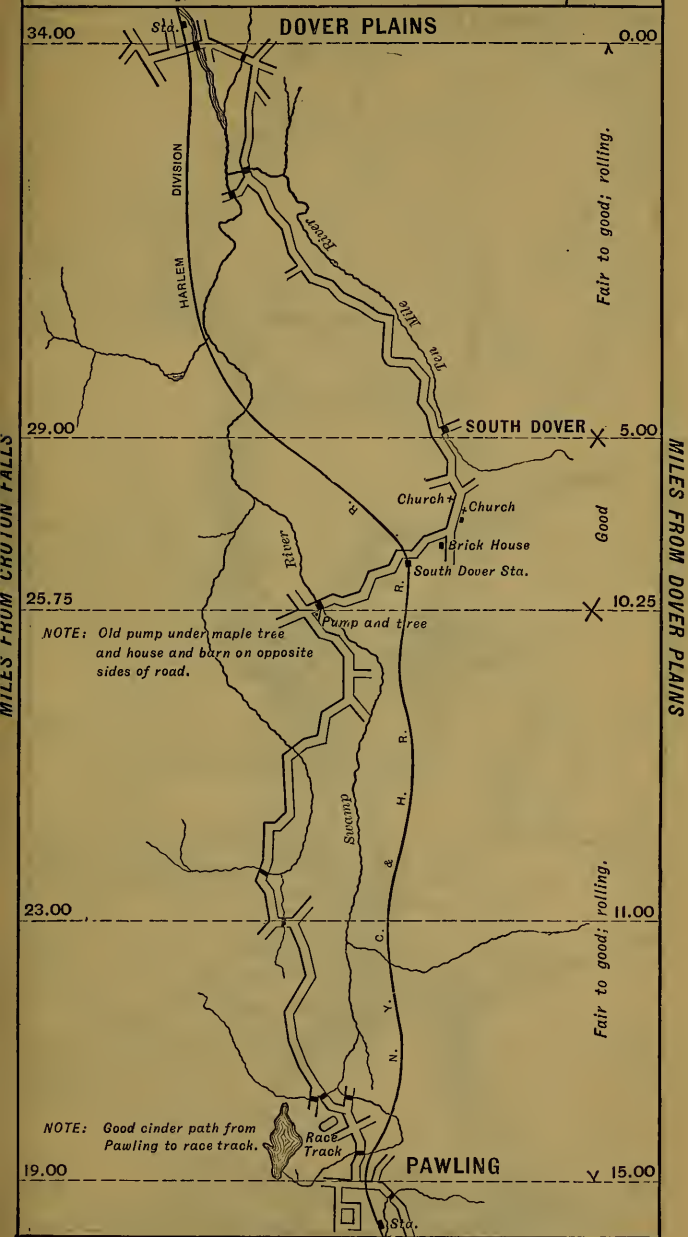
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# Route from CROTON FALLS to DOVER PLAINS

Communicated by G. S. Holmes, No. 98,954.  
Pawling, N. Y.

PAWLING  
to  
DOVER PLAINS

b  
20



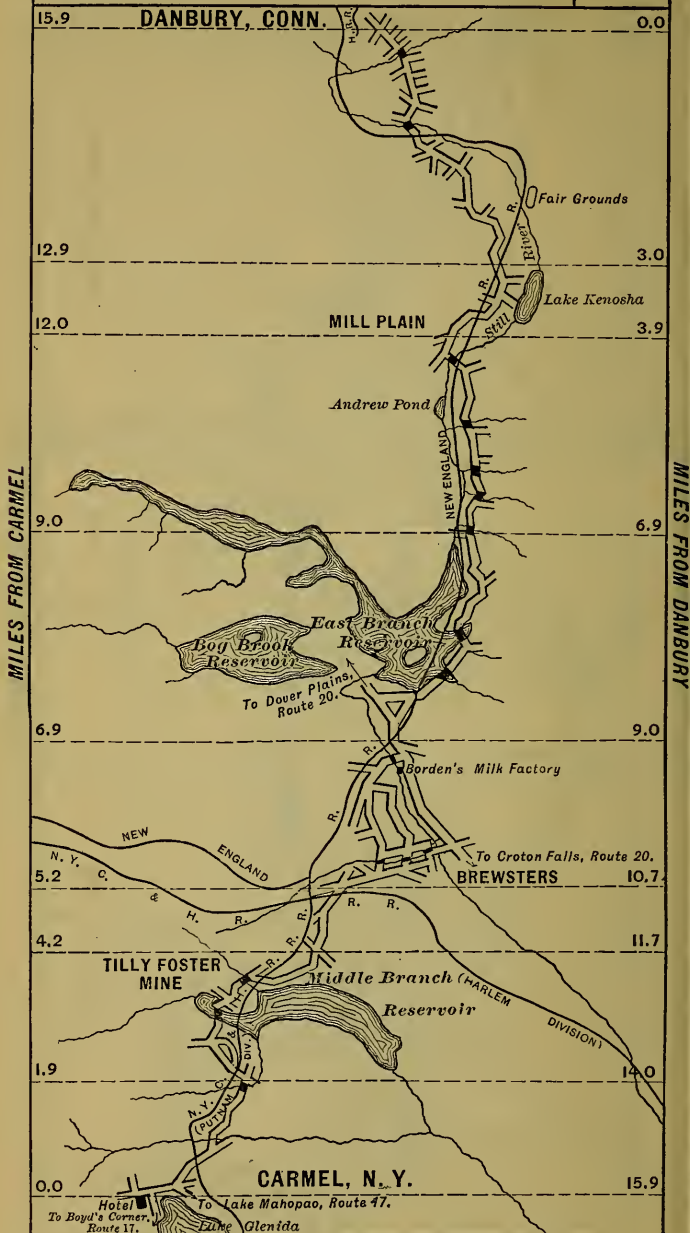
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# Route from CARMEL, N. Y. to DANBURY, CONN.

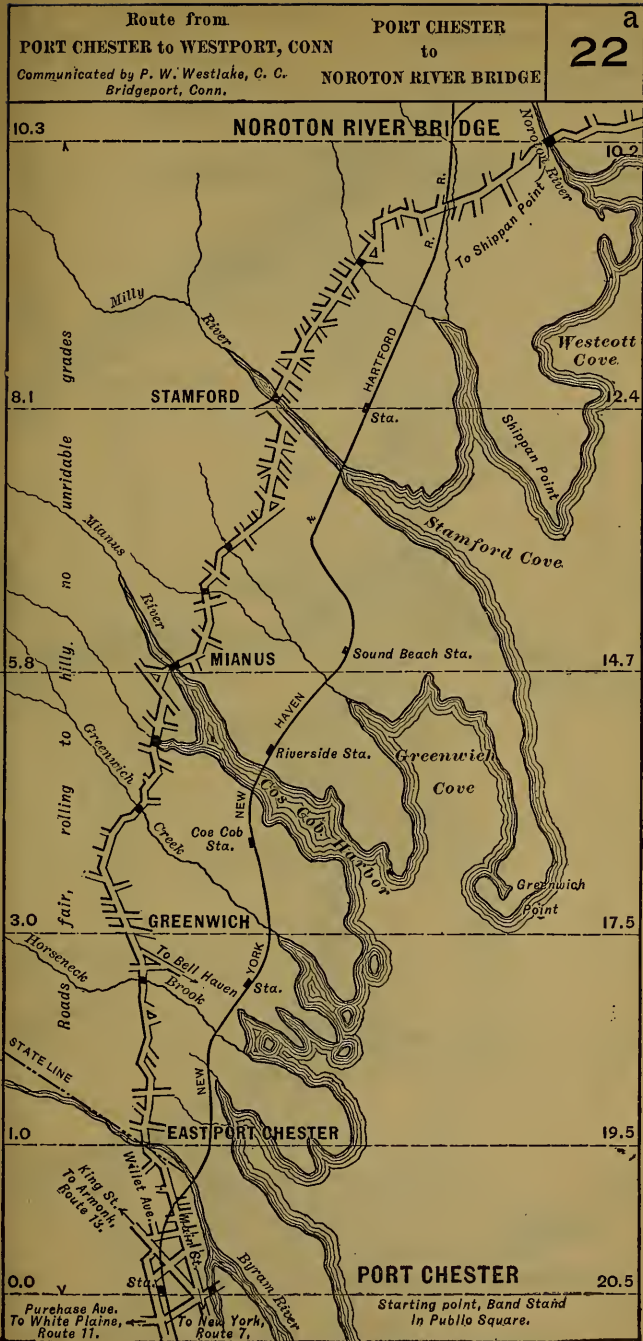
Communicated by O. W. Swift,  
Danbury, Conn.

21



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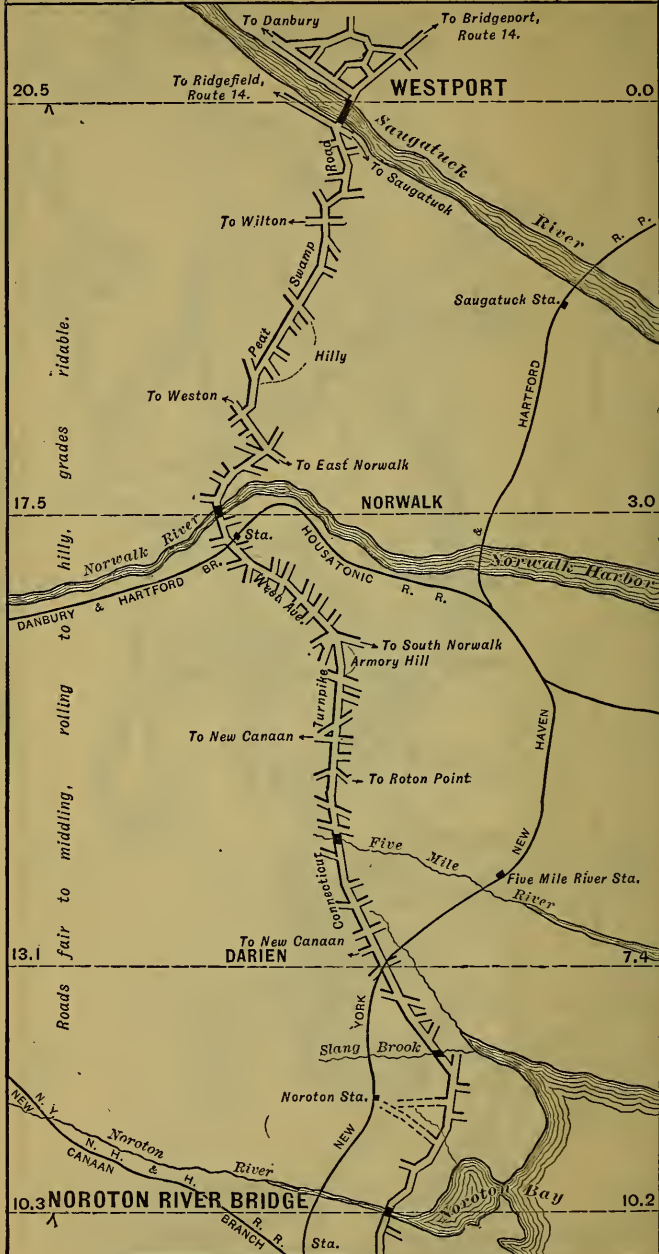
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Route from **NOROTON RIVER BRIDGE**  
**PORT CHESTER to WESTPORT, CONN.** to  
 Communicated by P. W. Westlake, C. C. **WESTPORT**  
 Bridgeport, Conn.

<sup>b</sup>  
**22**

MILES FROM PORT CHESTER

MILES FROM WESTPORT, CONN.



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Communicated by W. T. Wintringham, No. 237  
Brooklyn, N. Y.

a  
23



*Macadam and fine; long easy inclines and level.*

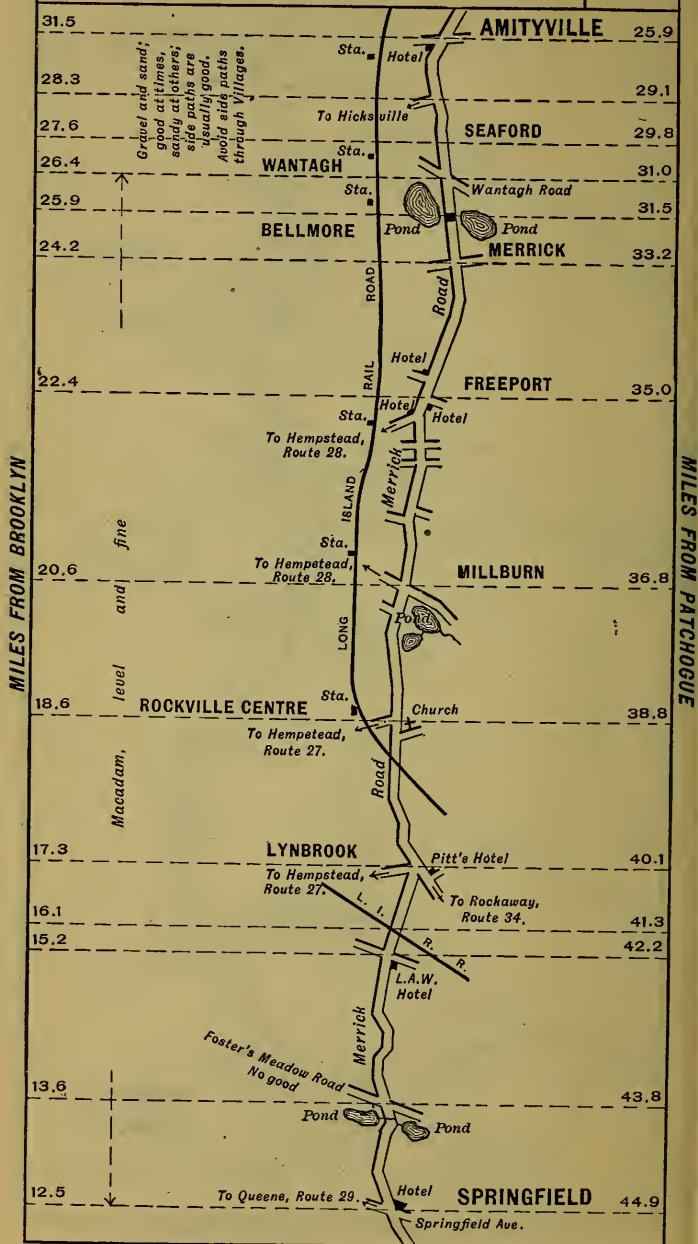
MILES FROM PATCHOGUE

# Route from BROOKLYN to PATCHOGUE

Communicated by W. T. Wintringham, No. 237,  
Brooklyn, N. Y.

SPRINGFIELD  
to  
AMITYVILLE

<sup>b</sup>  
23



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# Route from BROOKLYN to PATCHOGUE

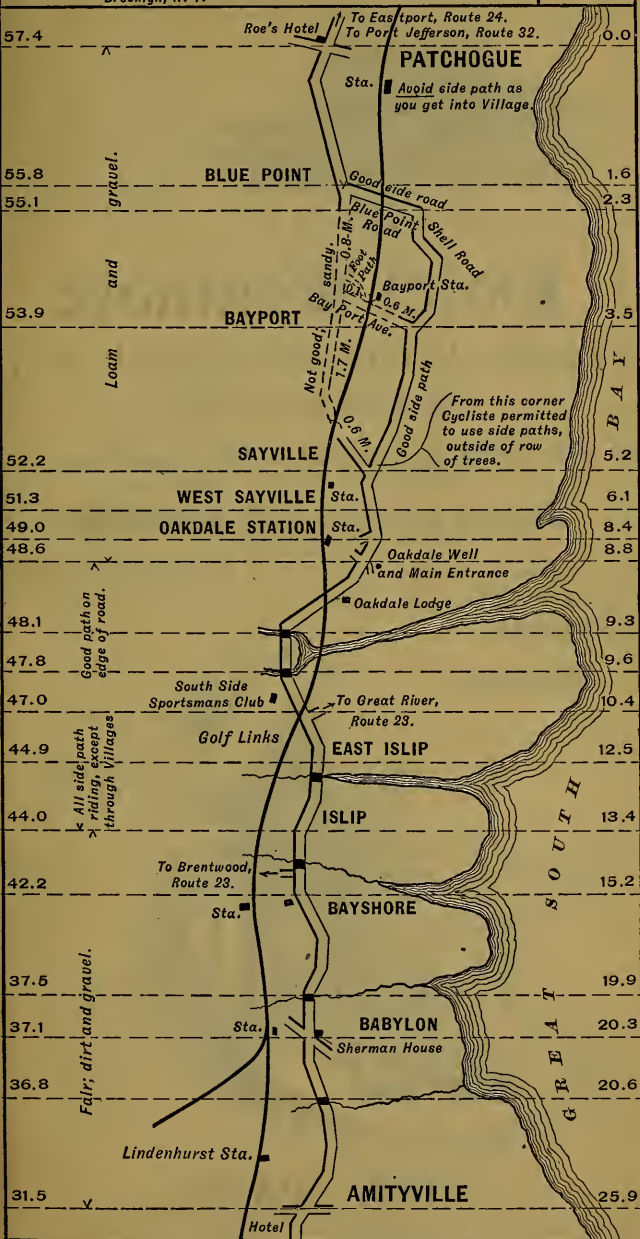
Communicated by W. T. Wintringham, No. 237,  
Brooklyn, N. Y.

AMITYVILLE  
to  
PATCHOGUE

C  
23

MILES FROM BROOKLYN

MILES FROM PATCHOGUE



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# HOTEL NEWPOINT

## AMITYVILLE, L. I.



E. HATHAWAY

30 miles from New York; OPENS JUNE 24. Always cool; 150 feet from Great South Bay; table and service of the best; electric lights; rooms with private baths. SPECIAL RATES FOR YOUNG MEN; good roads for bicycling; man in attendance; accommodations for 40 horses. Reasonable terms.

# Hotel Kenmore

LEADING HOTEL OF ALBANY, N. Y.

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HEADQUARTERS FOR WHEELMEN

H. J. ROCKWELL & SON

Crescent  
Bicycles



... TOM WARD ...

65 BARCLAY STREET

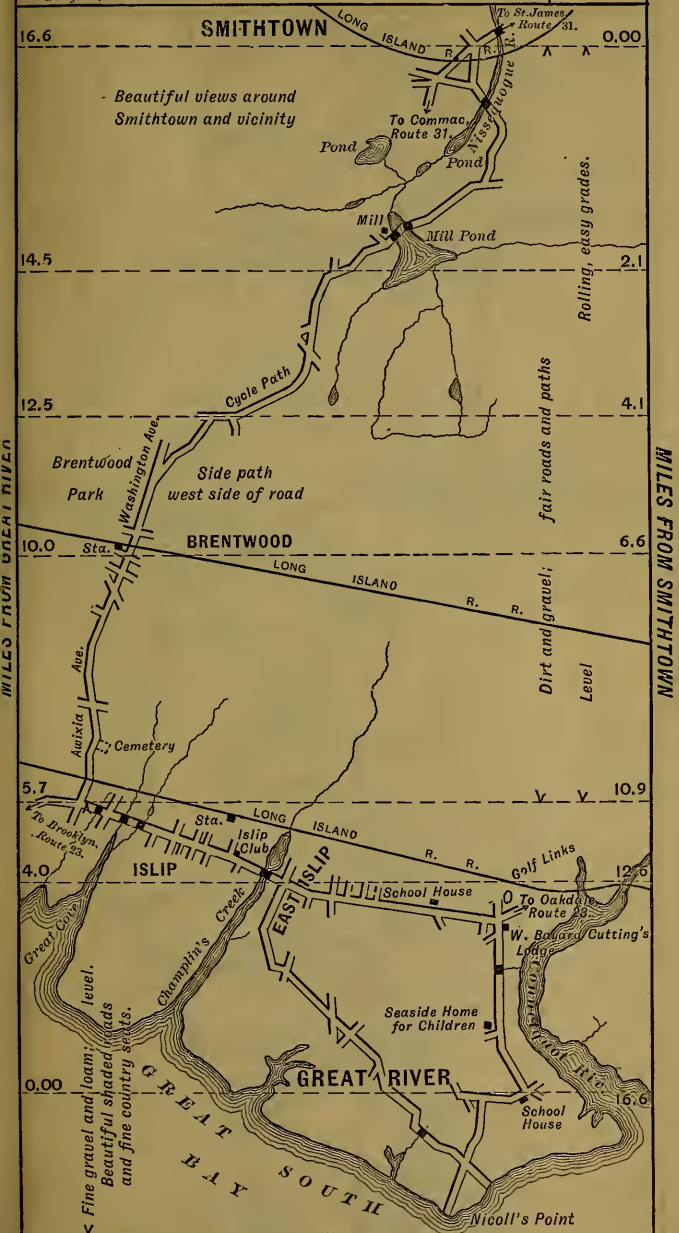
NEW YORK

# Route from GREAT RIVER to SMITHTOWN

Communicated by  
J. W. Eaton, No. 72,695.  
Babylon, L. I.

via Islip

<sup>d</sup>  
23



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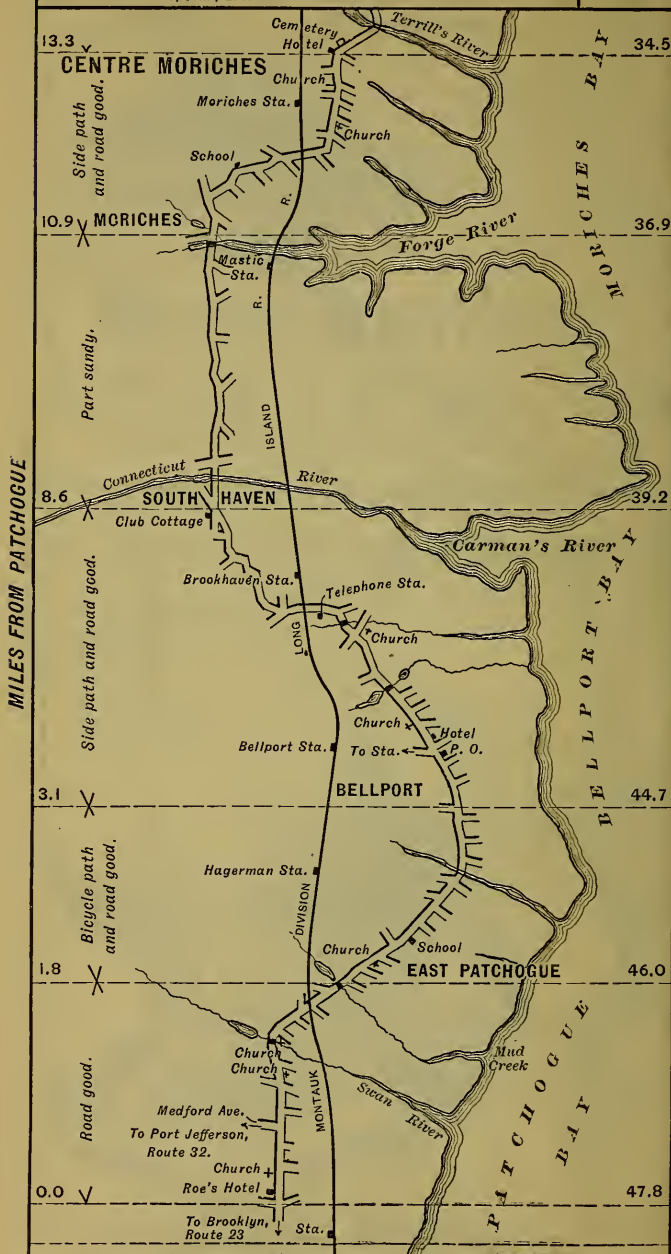
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# Route from PATCHOGUE to GREENPORT

Communicated by Louis S. Tuttle, No. 101,575.  
Speonk, L. I.

PATCHOGUE  
to  
CENTRE MORICHES

a  
24



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# Route from PATCHOGUE to GREENPORT

Communicated by Louis S. Tuttle, No. 101,575.  
Speonk, L. I.

CENTRE MORICHES  
to  
JAMESPORT

24

b



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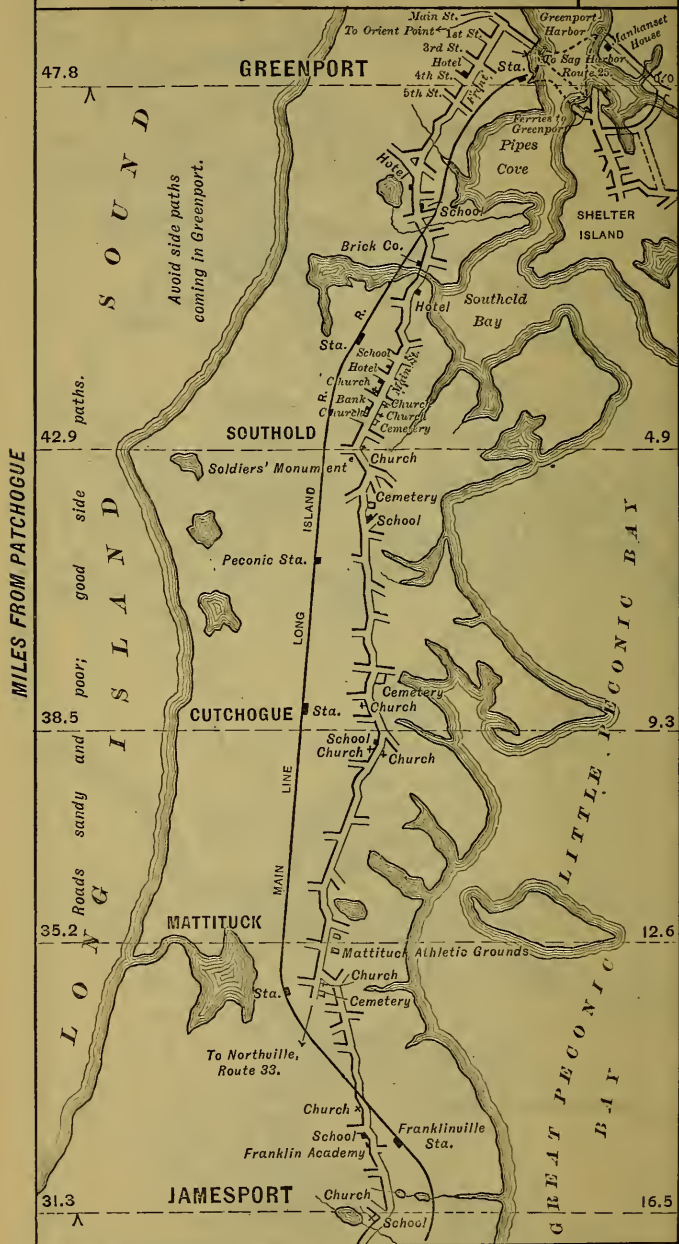
# Route from PATCHOGUE to GREENPORT

Communicated by H. M. Valentine, No. 44,962,  
New York City.

JAMESPORT  
to  
GREENPORT

24

C



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Route from  
EASTPORT to MONTAUK POINT  
and GREENPORT  
Communicated by Louis S. Tuttle, No. 101,575.  
Speonk, L. I.

EASTPORT  
to  
GOOD GROUND

a  
25

MILES FROM EASTPORT

MILES FROM MONTAUK POINT



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Route from  
EASTPORT to MONTAUK POINT  
and GREENPORT  
Communicated by Louis S. Tuttle, No. 101,575  
Speonk, L. I.

GOOD GROUND  
to  
WATER MILLS

<sup>b</sup>  
25

24.4 WATER MILLS

30.4

22.4

SOUTHAMPTON

Sta.

Church

Bank

To Beach

P.O.

Agawam Lake

Southampton

Hotel Life Sav. Sta.

Church

Studio

ART VILLAGE

20.4

34.4

Indian Settlement

Shinnecock Point

SHINNECOCK ISLAND

Shinnecock Hills Sta.

LONG

Cormorant Point

Shinnecock L. S. Sta.

16.4

CANOE PLACE

38.4

Cemetery

Shinnecock Light

House

15.2

GOOD GROUND

School

Sta.

Hotel

LANE 8 ISLAND

39.6

MILES FROM EASTPORT

MILES FROM MONTAUK POINT

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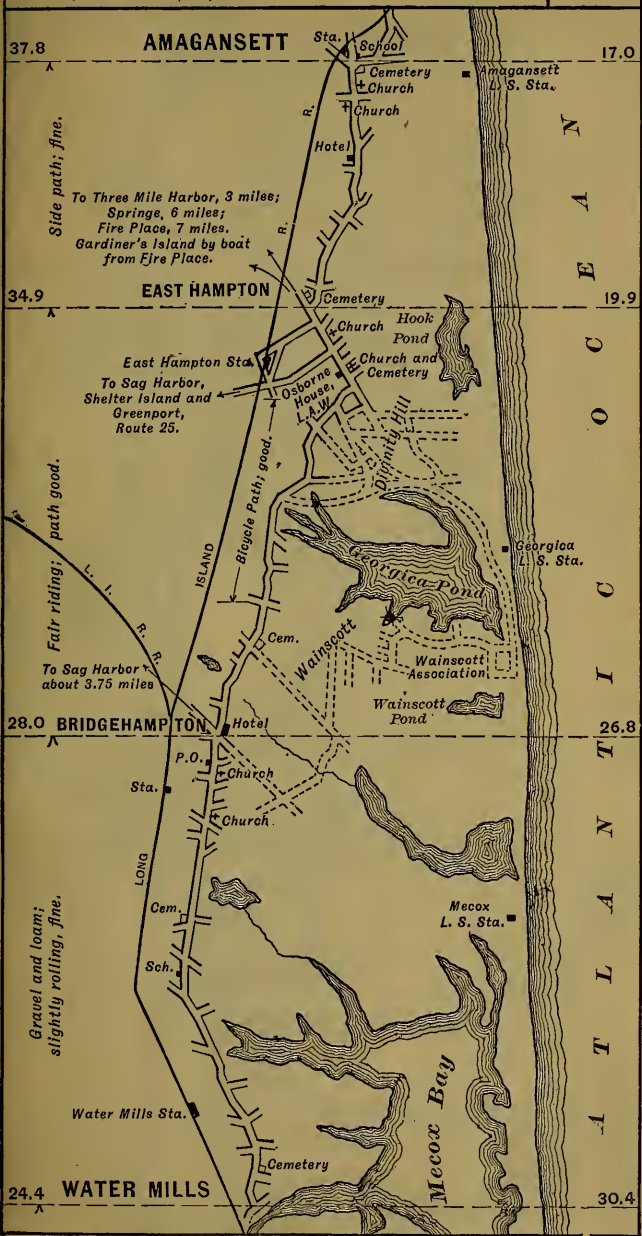
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Route from  
EASTPORT to MONTAUK POINT  
and GREENPORT

Communicated by J. Finley Bell, M. D.  
No. 56,807. East Hampton, N.Y.

WATER MILLS  
to  
AMAGANSETT

<sup>C</sup>  
25



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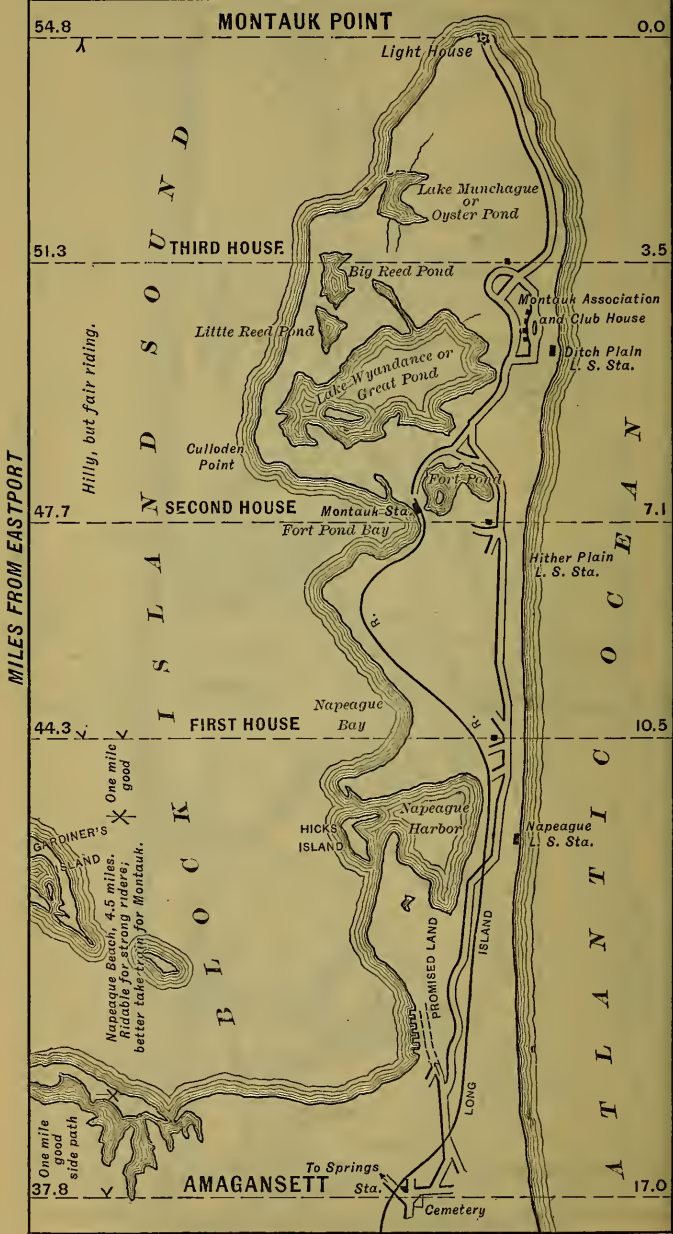
Route from  
**EASTPORT to MONTAUK POINT**  
 Communicated by J. Finley Bell, M. D  
 No. 56,809, East Hampton. L.I.

AMAGANSETT

to

MONTAUK POINT

<sup>d</sup>  
**25**



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# Route from EASTPORT to MONTAUK POINT and GREENPORT

Communicated by J. Finley Bell, M. D.  
No. 56,807. East Hampton, N. Y.

EAST HAMPTON  
to  
GREENPORT

25<sup>e</sup>



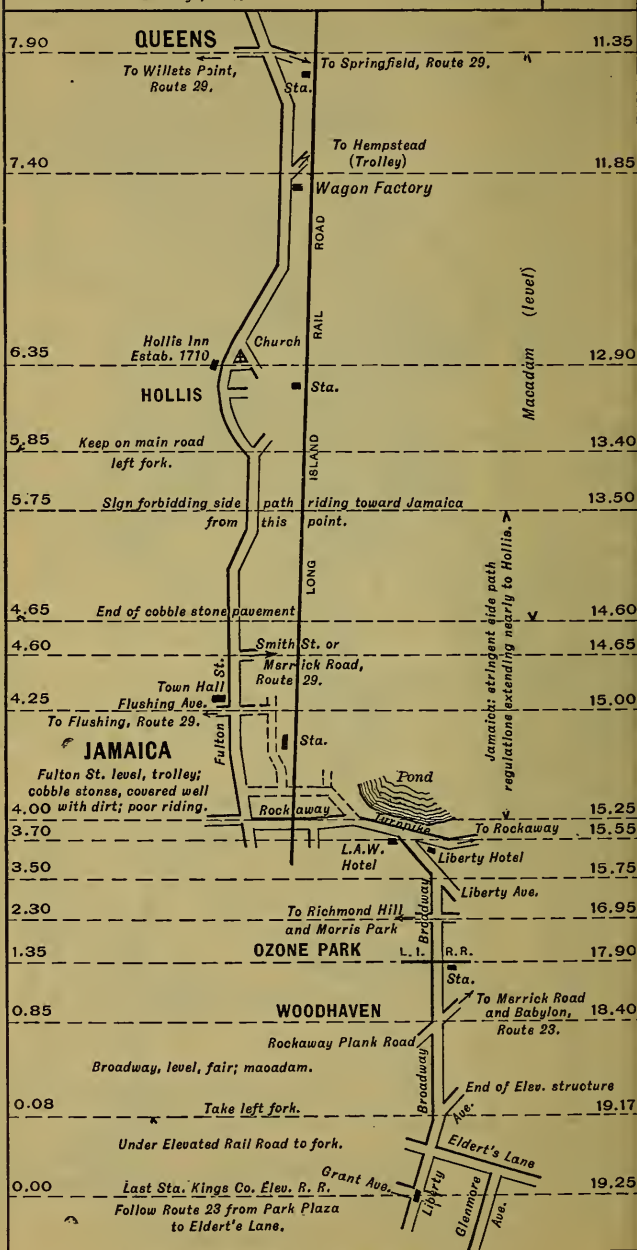
**Route from  
BROOKLYN to JERICHO**

Communicated by Dr. Robt. L. Dickinson, No. 67,287,  
Brooklyn, N. Y.

**BROOKLYN  
to  
QUEENS**

**a  
26**

**MILES FROM GRANT AVE. STATION**



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QUEENS  
to  
JERICHO

26<sup>b</sup>

# Route from ROCKVILLE CENTRE and LYNBROOK to JERICHO TURNPIKE Via Hempstead

27

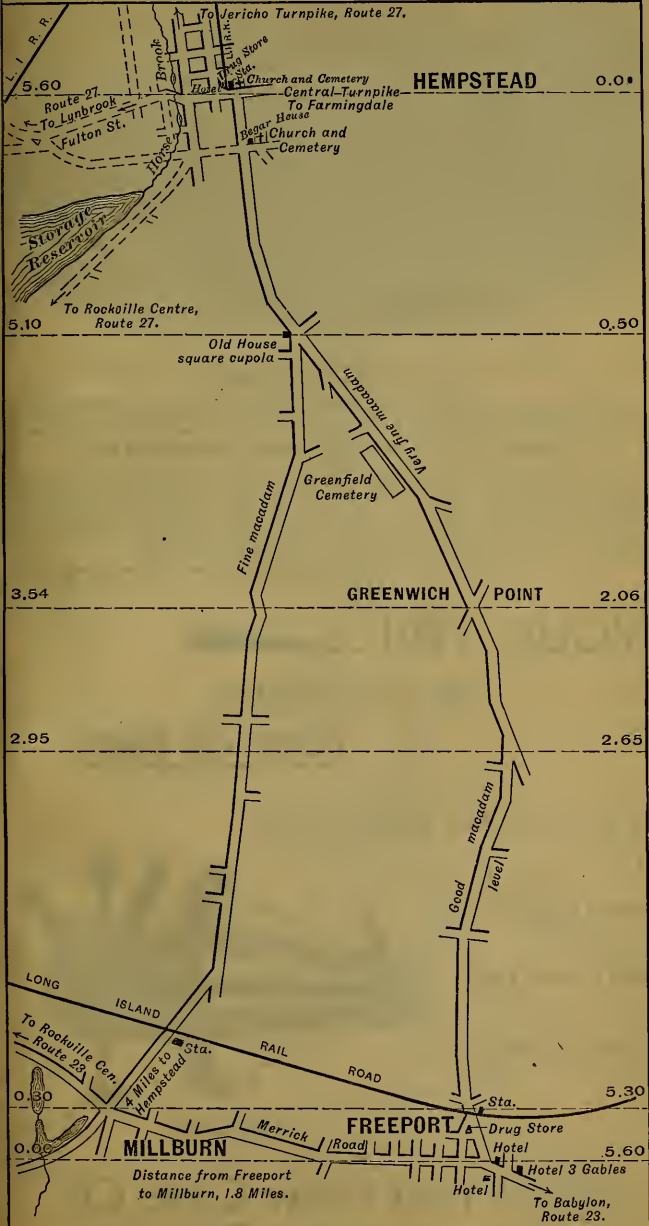
Communicated by Dr. Robert L. Dickinson, No. 67,287, Brooklyn, N. Y.



# Route from FREEPORT and MILLBURN to HEMPSTEAD

28

Communicated by Dr. Robt. L. Dickinson, No. 67,287,  
Brooklyn, N. Y.



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**"L. A. W." OFFICIAL HOUSE.**

A select, strictly temperance house, which caters to ladies and gentlemen only. All refreshments are of the best quality. "The Pines" affords ladies the quiet of a refined home, and is entirely free from the annoyances accompanying a "Road House."

**A HOME IN HEALTHY, ARISTOCRATIC HEMPSTEAD.**

\$500.00 cash, balance monthly, buys a fine, new residence, (built by days' work), on large plot, in cream Hempstead Village, near two stations, and Garden City Schools, houses have open, sanitary, nickel-plated plumbing, enamelled iron bath, cabinet oak trim, open fire-places, tiled hearths, etc. Frequent city trains, from 5.30 A.M. until midnight, also rapid transit, commutation, 10 cents. Hempstead has public water (pronounced "absolutely pure," by Prof. Chandler, of New York), is lighted by large electric lights, and just outside Greater New York.

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**DUST OR RAIN**

If you use OUR GEAR CASE.

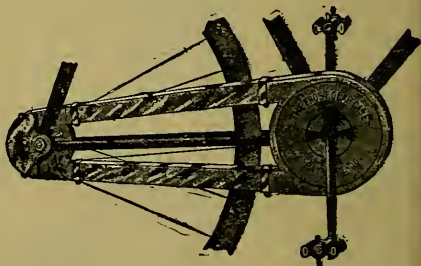
WRITE US

or

YOUR DEALER

or

YOUR MAKER



PRICE, \$5.00

## The Frost Gear Case Co.,

253 BROADWAY, NEW YORK.

**29<sup>a</sup>**

MILES FROM COLLEGE POINT



Route from  
COLLEGE POINT to SPRINGFIELD,  
WILLET'S POINT and RETURN

Communicated by John H. Eldert, Jamaica, L. I.

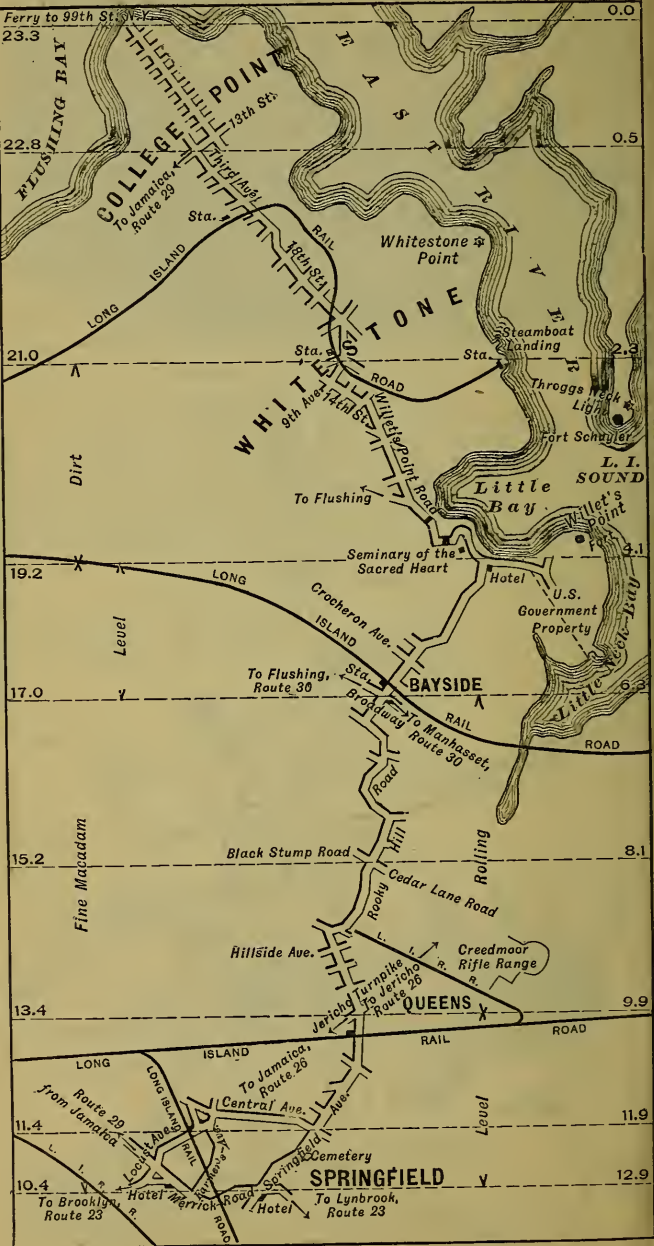
SPRINGFIELD  
to  
COLLEGE POINT

29

b

MILES FROM COLLEGE POINT

MILES FROM COLLEGE POINT



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# Route from FLUSHING to ROSLYN

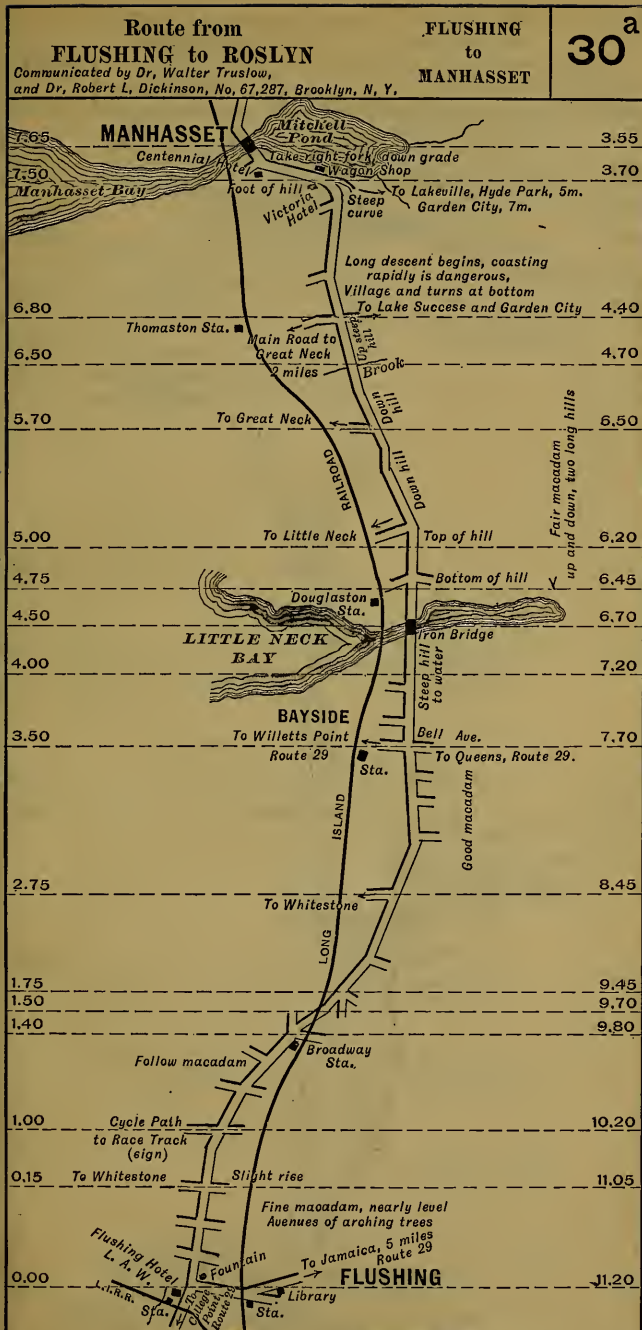
Communicated by Dr. Walter Truslow,  
and Dr. Robert L. Dickinson, No. 67,287, Brooklyn, N. Y.

FLUSHING  
to  
MANHASSET

30<sup>a</sup>

MILES FROM FLUSHING

MILES FROM ROSLYN



EDITED BY WALTER M. MESEROLE, CIV. ENG., 169 MONTAGUE ST., BROOKLYN, N. Y.

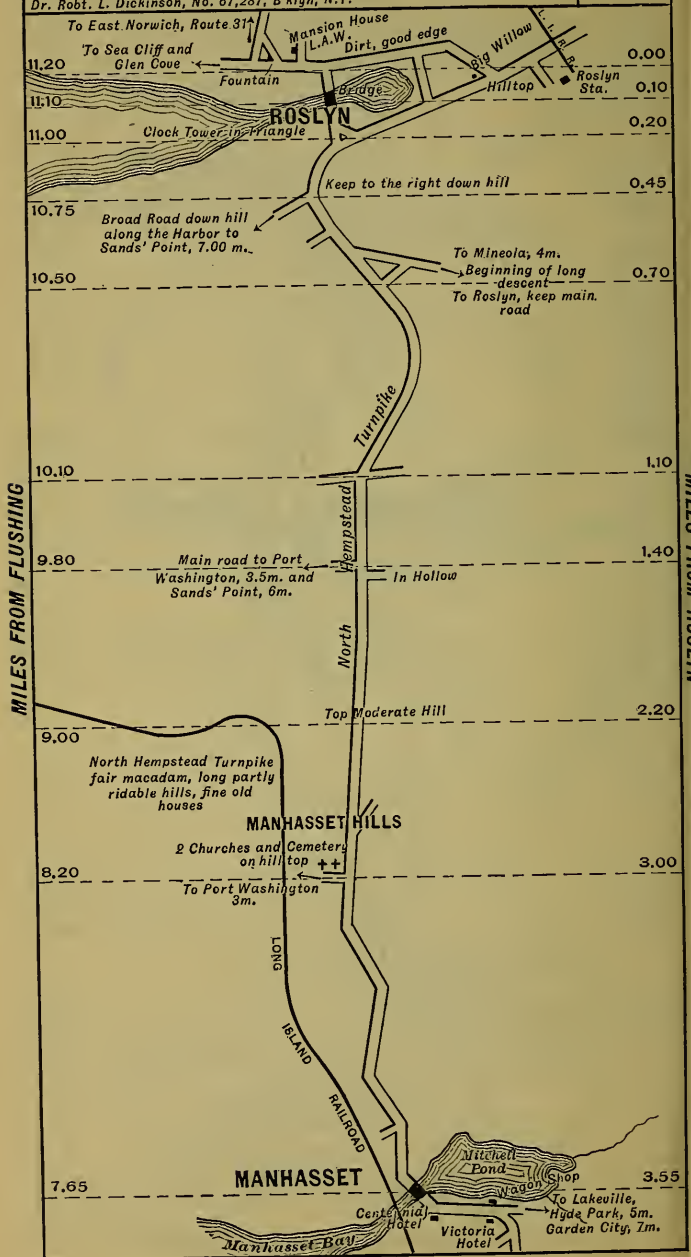
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# Route from FLUSHING to ROSLYN

Communicated by Dr. W. Truslow, &  
Dr. Robt. L. Dickinson, No. 67,287, B'klyn, N.Y.

MANHASSET  
to  
ROSLYN

30<sup>b</sup>



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# Route from ROSLYN to PORT JEFFERSON

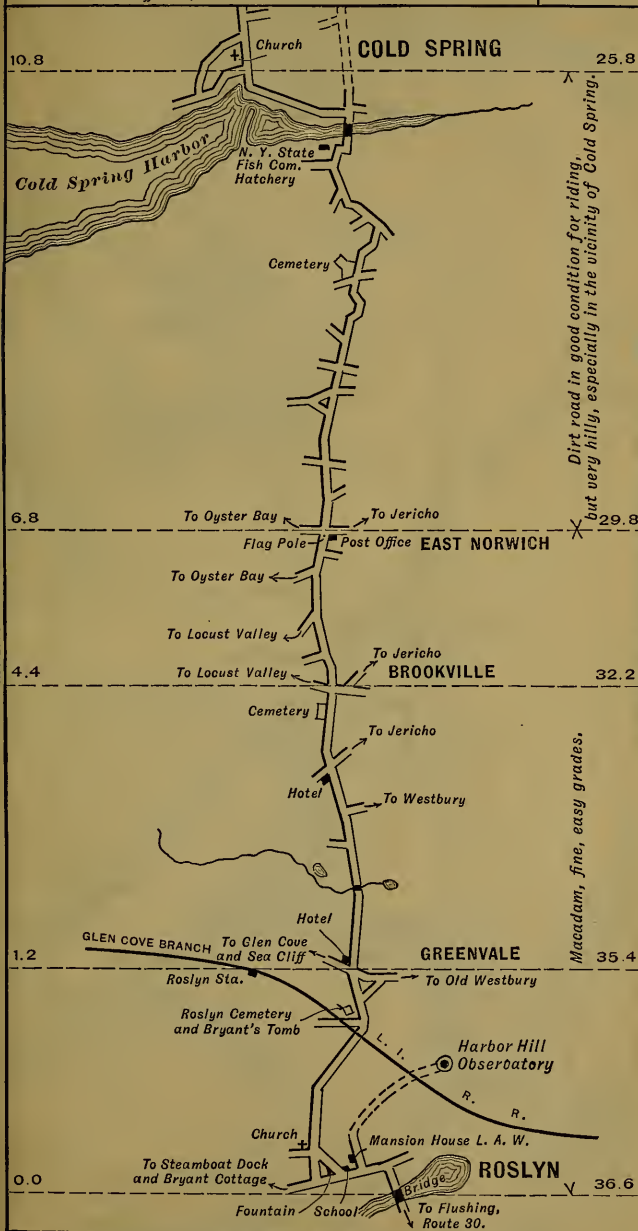
Communicated by J. H. Davis, No. 91,426  
Port Jefferson, L. I.

ROSLYN  
to  
COLD SPRING

a  
31

MILES FROM ROSLYN

MILES FROM PORT JEFFERSON



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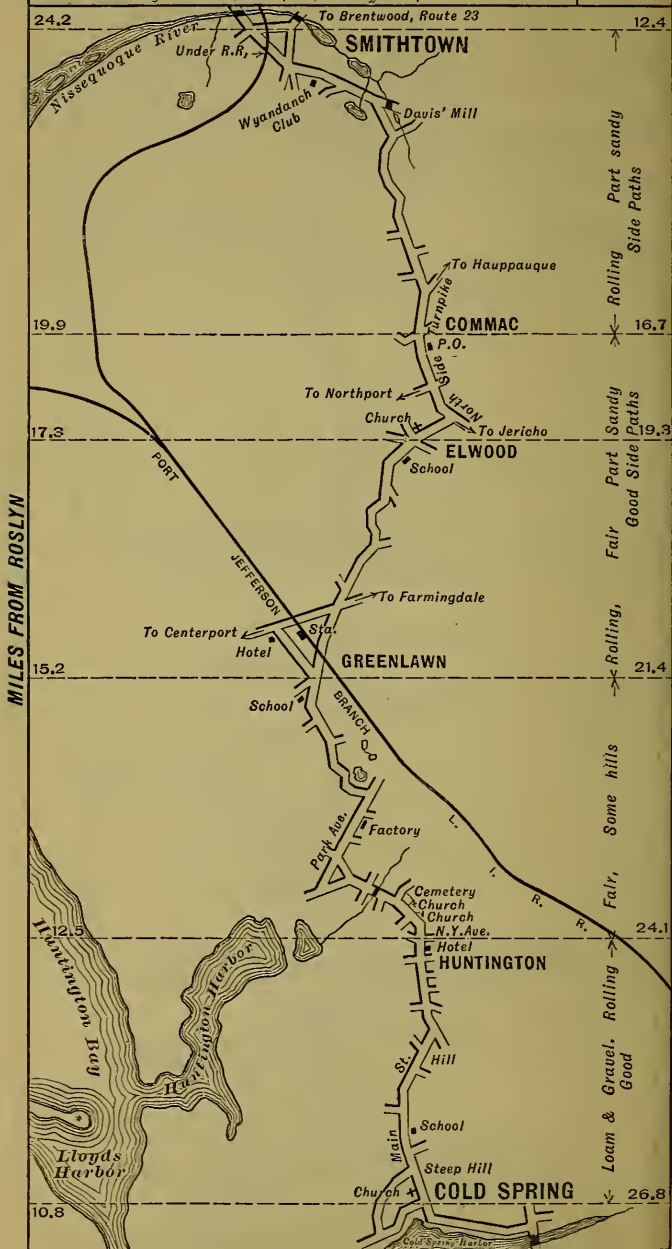
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# Route from ROSLYN to PORT JEFFERSON.

COLD SPRING  
to  
SMITHTOWN

31<sup>b</sup>

Communicated by J.H.Davis, No. 91,426, Port Jefferson, L.I.



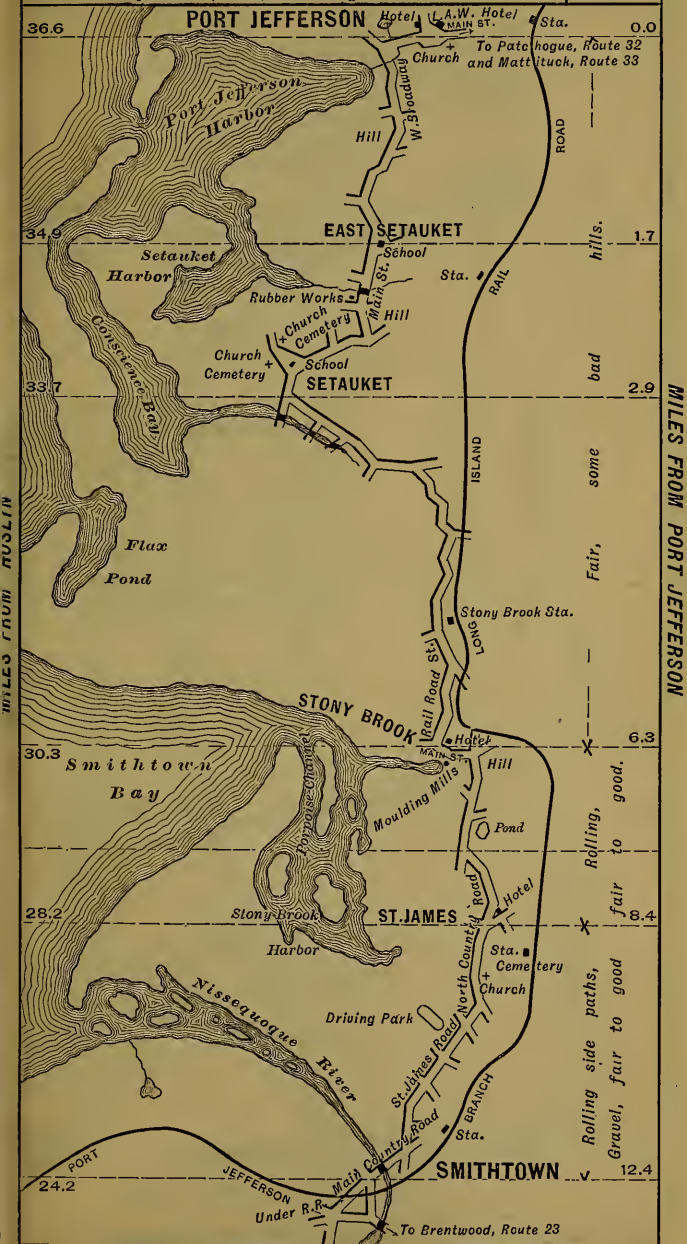
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# Route from ROSLYN to PORT JEFFERSON. to PORT JEFFERSON.

31<sup>C</sup>

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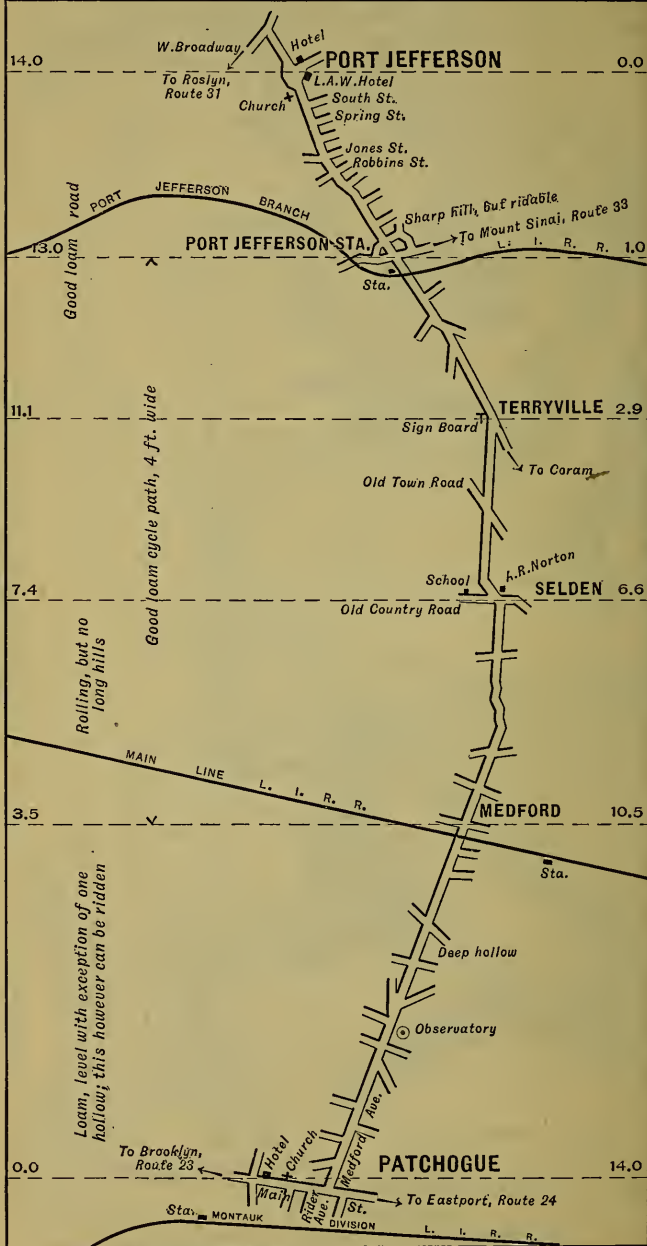
# Route from PATCHOGUE to PORT JEFFERSON via Cycle Path

Communicated by J. H. Davis No. 91,426 Port Jefferson, L.I.

32

MILES FROM PATCHOGUE

MILES FROM PORT JEFFERSON



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# Route from PORT JEFFERSON to MATTITUCK

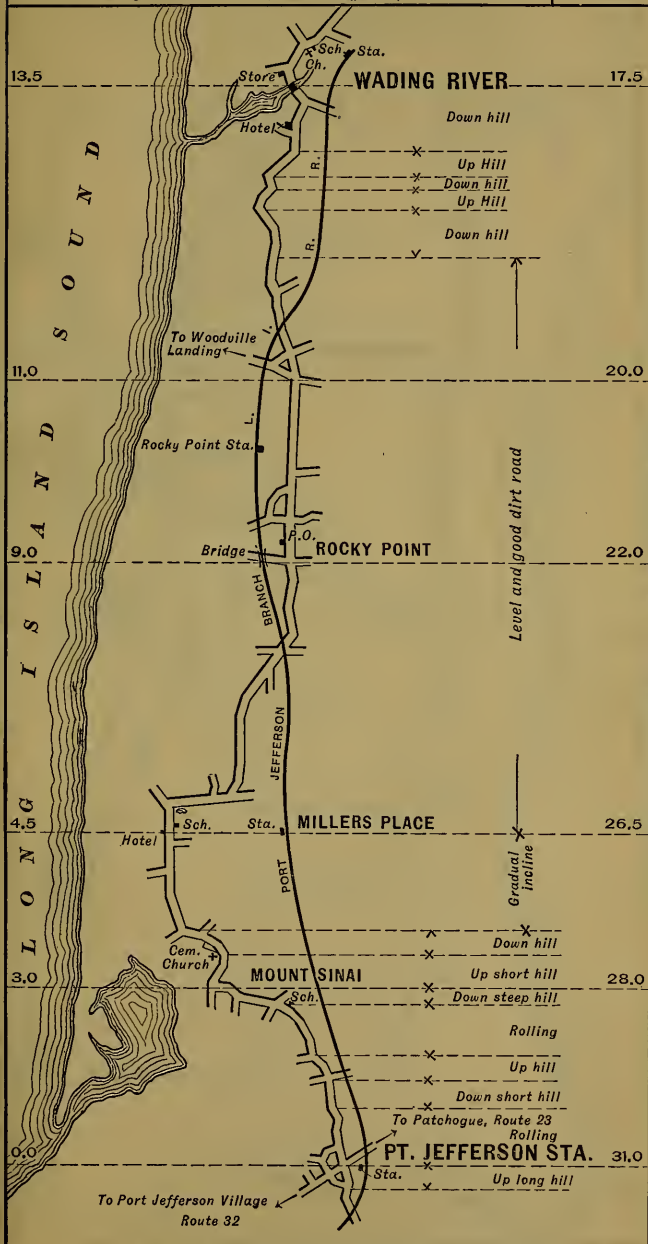
PORT JEFFERSON  
to  
WADING RIVER

<sup>a</sup>  
33

Communicated by J. H. Davis No. 91,426 Port Jefferson, L.I.

MILES FROM PORT JEFFERSON

MILES FROM MATTITUCK



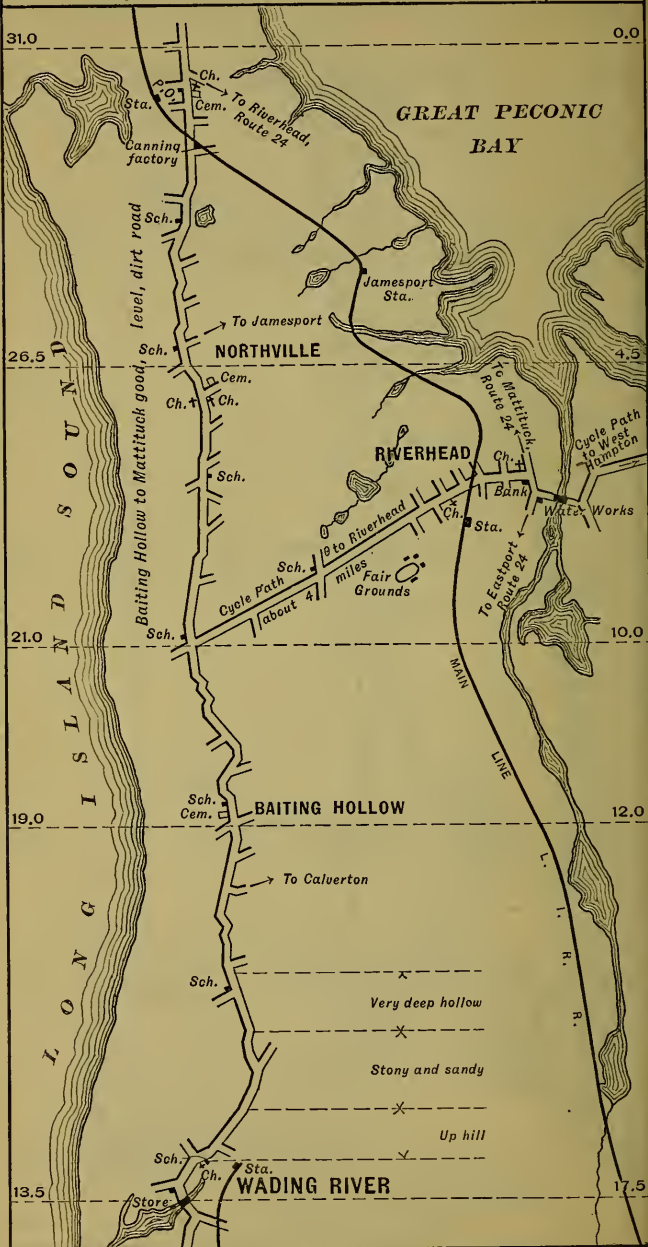
Route from  
**PORT JEFFERSON to MATTITUCK**  
 and by **CYCLE PATH to RIVERHEAD**  
 Communicated by J. H. Davis No. 91,426 Port Jefferson L.I.

WADING RIVER  
 to  
 MATTITUCK

<sup>b</sup>  
**33**

MILES FROM PORT JEFFERSON

MILES FROM MATTITUCK



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# Route from LYNBROOK to ROCKAWAY PARK

Communicated by W. T. Wintringham, No. 237  
Brooklyn, N. Y.

LYNBROOK  
to  
FAR ROCKAWAY

34<sup>a</sup>

MILES FROM LYNBROOK

MILES FROM ROCKAWAY PARK



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Route from  
POUGHKEEPSIE to the DELAWARE WATER GAP  
via Port Jervis

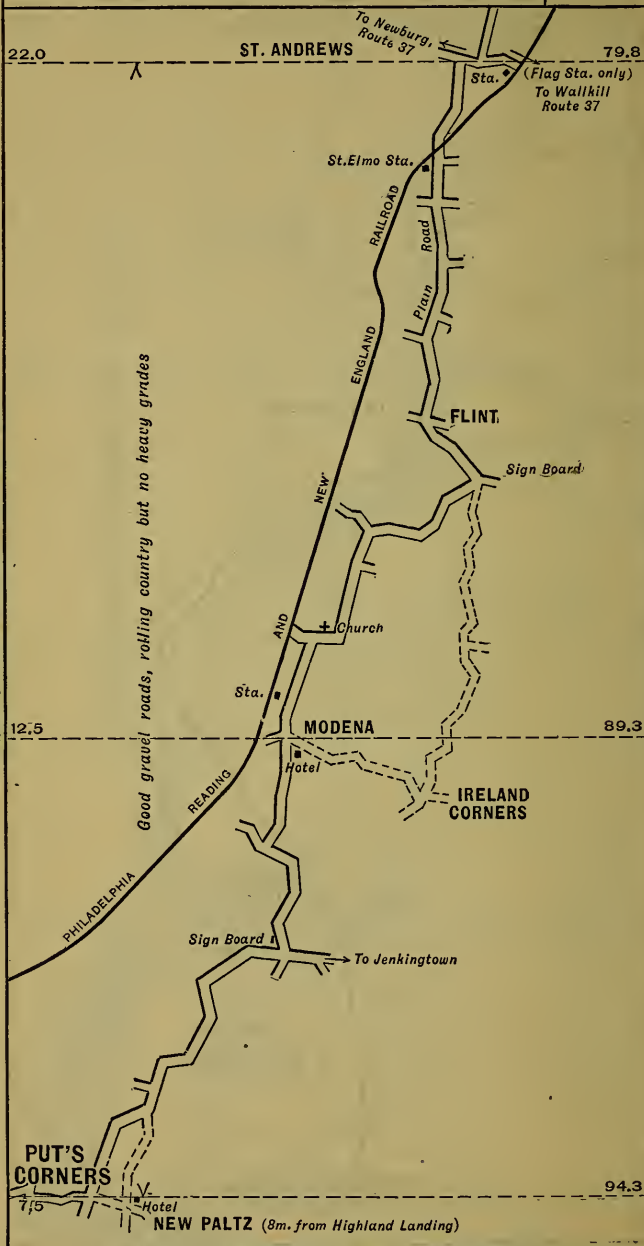
Communicated by S. A. Palmer, No. 76,704, P'k'psie, N. Y.

PUT'S  
CORNERS  
to  
ST. ANDREWS

35<sup>b</sup>

MILES FROM HIGHLAND LANDING

MILES FROM DELAWARE WATER GAP



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Route from  
POUGHKEEPSIE to the DELAWARE WATER GAP  
Via Port Jervis

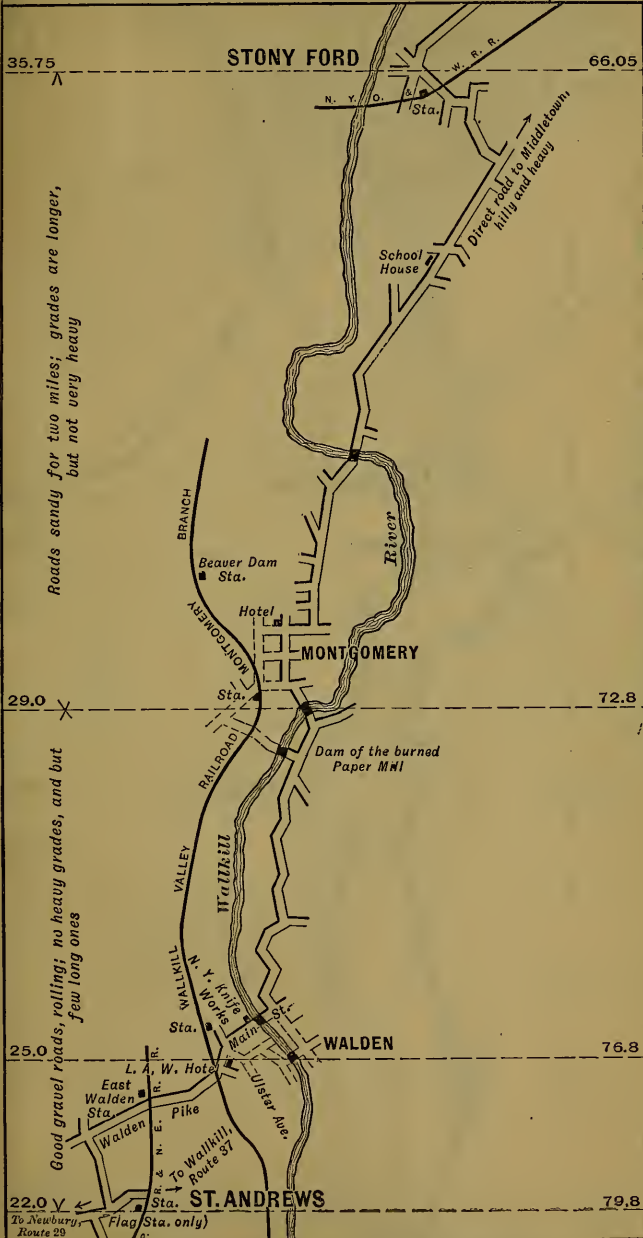
ST. ANDREWS  
to  
STONY FORD

35<sup>C</sup>

Communicated by S. A. Palmer, No. 76,704, P'k'psie, N. Y.

MILES FROM HIGHLAND LANDING

MILES FROM DELAWARE WATER GAP



Roads sandy for two miles; grades are longer, but not very heavy

Good gravel roads, rolling; no heavy grades, and but few long ones

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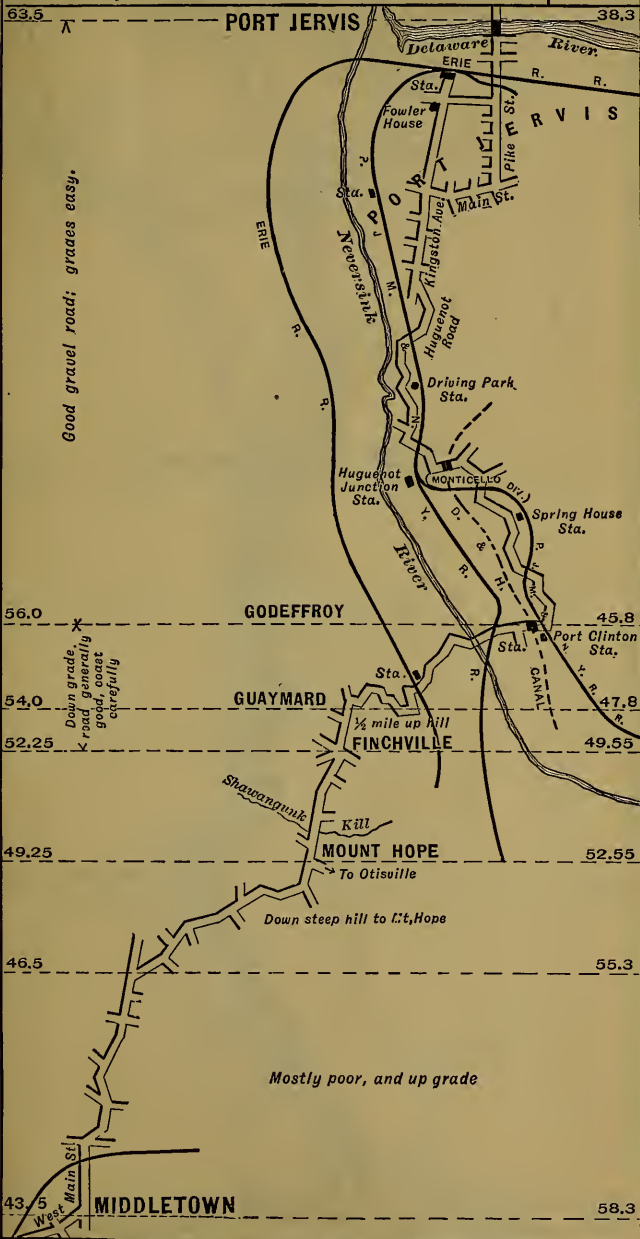
# Route from POUGHKEEPSIE to the DELAWARE WATER GAP

MIDDLETOWN  
to  
PORT JERVIS

<sup>e</sup>  
35

Via Port Jervis

Communicated by S. A. Palmer, No. 76,704, P'k'psie, N. Y.



MILES FROM HIGHLAND LANDING

MILES FROM DELAWARE WATER GAP

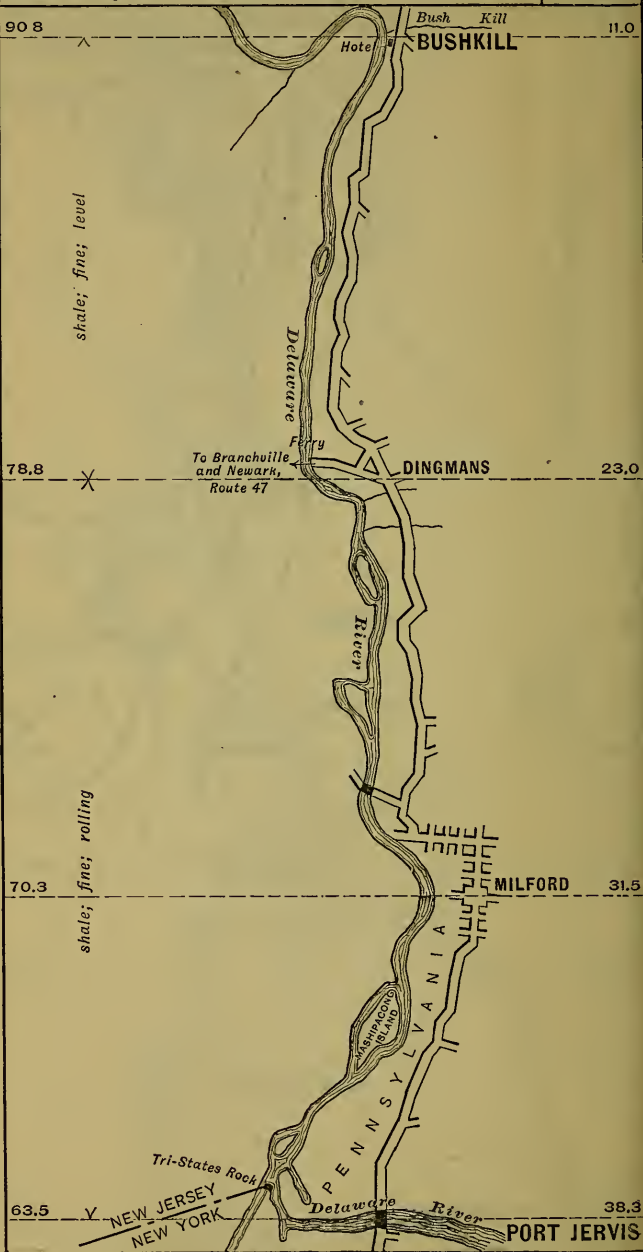
Route from  
POUGHKEEPSIE to the DELAWARE WATER GAP  
via Port Jervis  
Communicated by W. T. Wintringham, No. 237, Brooklyn, N. Y.

PORT JERVIS,  
N. Y.  
to  
BUSHKILL, PA.

35<sup>f</sup>

MILES FROM HIGHLAND LANDING

MILES FROM DELAWARE WATER GAP



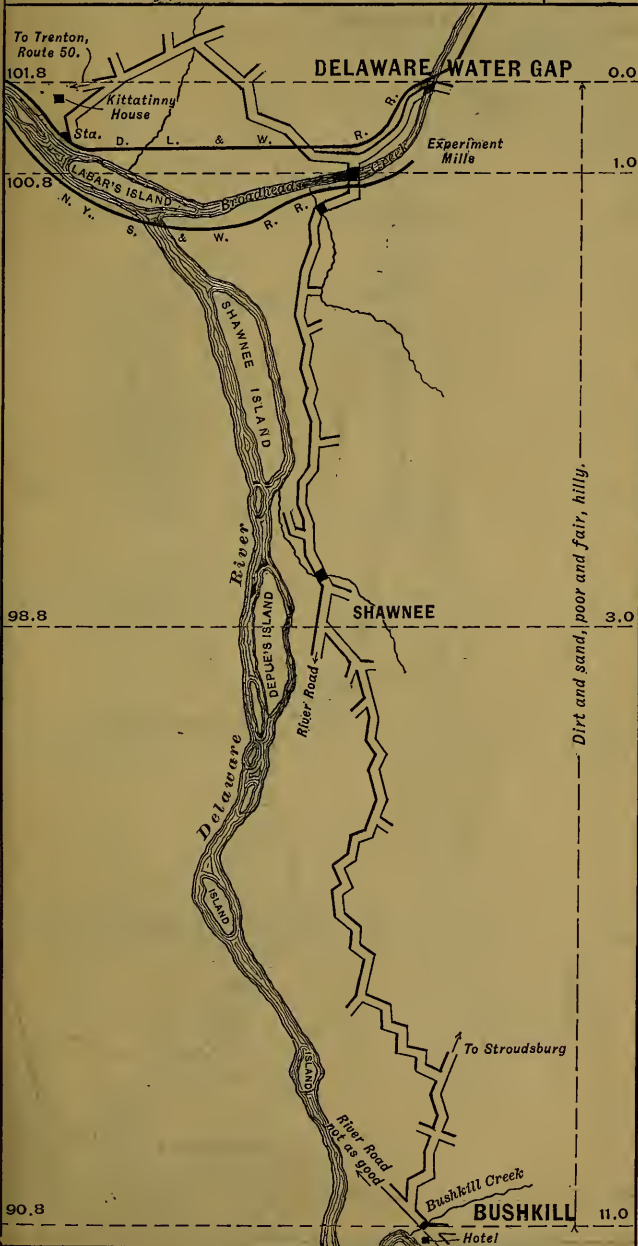
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Route from  
POUGHKEEPSIE to the DELAWARE WATER GAP  
via Port Jervis  
Communicated by W.T. Wintringham, No. 237.  
Brooklyn, N. Y.

BUSHKILL  
to the  
DELAWARE WATER GAP

35<sup>00</sup>



MILES FROM THE DELAWARE WATER GAP

Dirt and sand, poor and fair, hilly.

# Route from NEWBURGH to POUGHKEEPSIE via Back Road

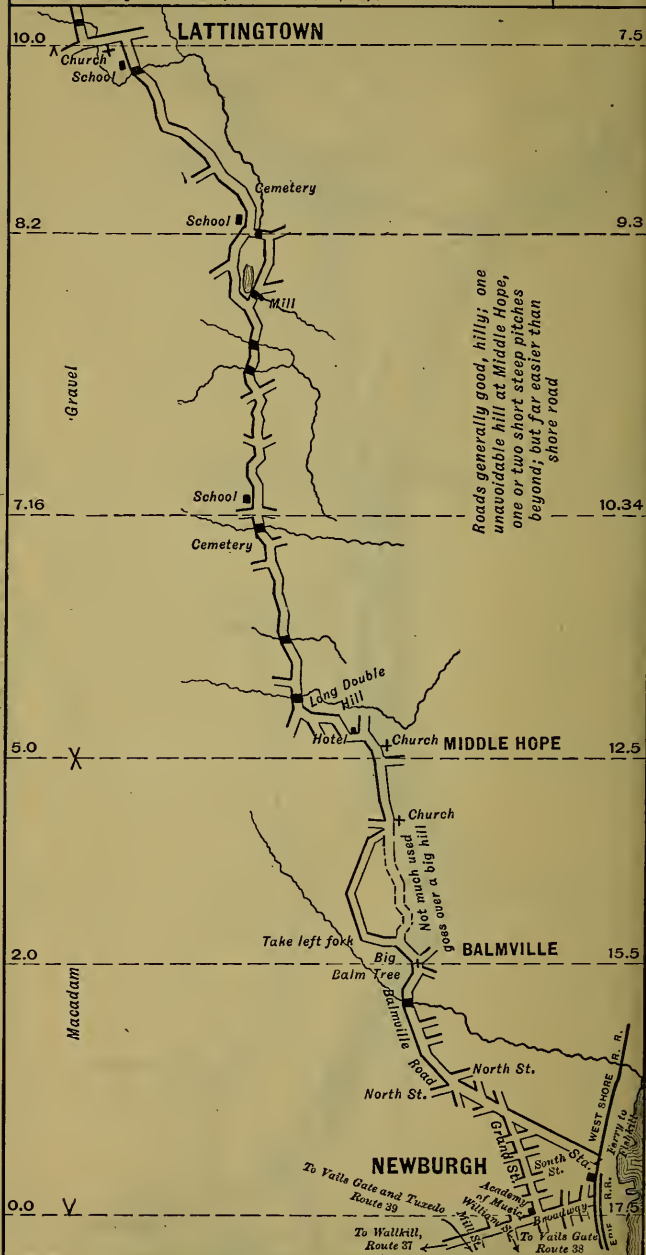
NEWBURGH  
to  
LATTINGTOWN

a  
36

Communicated by S. A. Palmer, No. 76.704 P'k'psie, N. Y.

MILES FROM NEWBURGH

MILES FROM HIGHLAND LANDING



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# Route from NEWBURGH to POUGHKEEPSIE

via Back Road

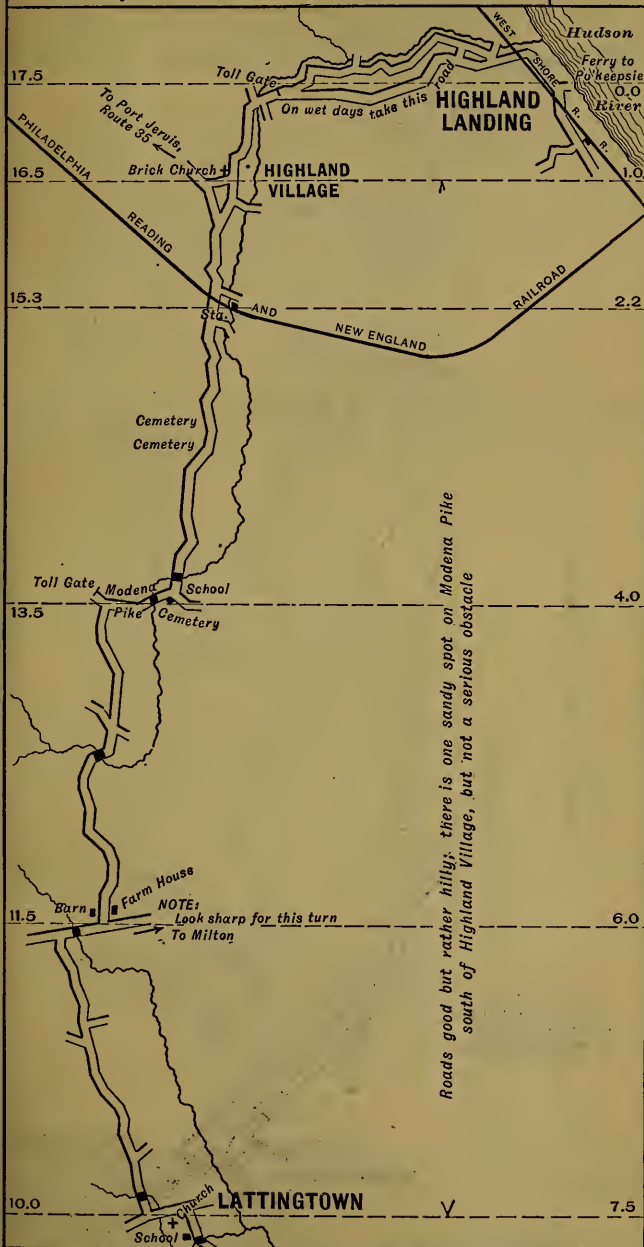
LATTINGTOWN  
to  
POUGHKEEPSIE

Communicated by S. A. Palmer, No. 76,704, P'k'psie, N. Y.

36<sup>b</sup>

MILES FROM NEWBURGH

MILES FROM HIGHLAND LANDING



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## 37

12.00  
Wallkill River  
WALLKILL VALLEY R.R.  
Sta.  
WALLKILL

10.00  
To Port Jervis, Route 35.  
P.R. & N.E. R.R.  
Sta.  
To Highland Village, Route 35.  
ST. ANDREWS

6.00  
Powder Mill Creek  
Sidneytown Creek  
Newburgh and Cohocton Turnpike  
Pond  
NEWBURGH Lake

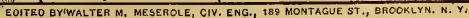
0.00  
Follow trolley tracks to Lime Kiln. Here trolley turns to the left, but you keep straight ahead.  
To Vail's Gate and Tuxedo, Route 39  
To Vail's Gate, Route 38  
Academy of Music  
To Highland Village, Route 36  
St. Andrew St.  
William St.  
Grand St.  
W.S. & N.Y. 12 & E.  
St. Andrew St.

Roads are quite good but in some places are washed

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NEWBURGH  
to  
WASHINGTONVILLE

a  
38

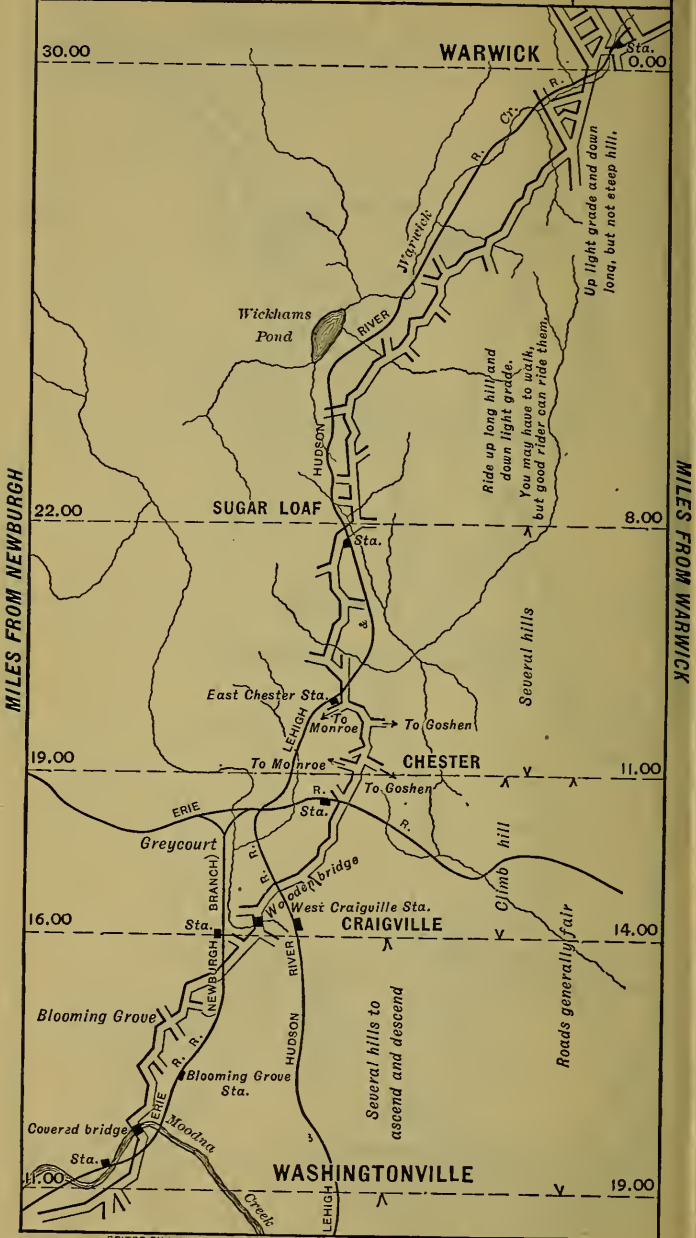


# Route from NEWBURGH to WARWICK

Communicated by H. B. Moffat, No. 63,201.  
Washingtonville, N. Y.

WASHINGTONVILLE  
to  
WARWICK

b  
38



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# Route from FORT LEE to NEWBURGH

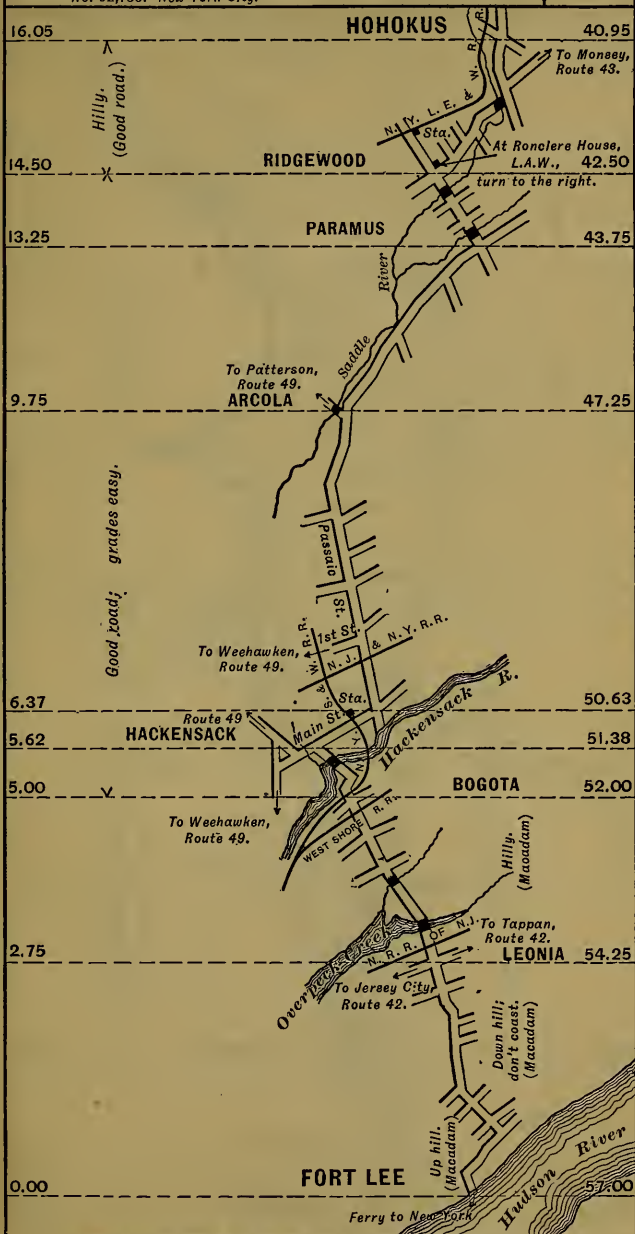
Communicated by George G. Van Shaick, M. D.  
No. 62,738. New York City.

FORT LEE  
to  
HOHOKUS

<sup>a</sup>  
39

MILES FROM FORT LEE

MILES FROM NEWBURGH



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# Route from FORT LEE to NEWBURGH

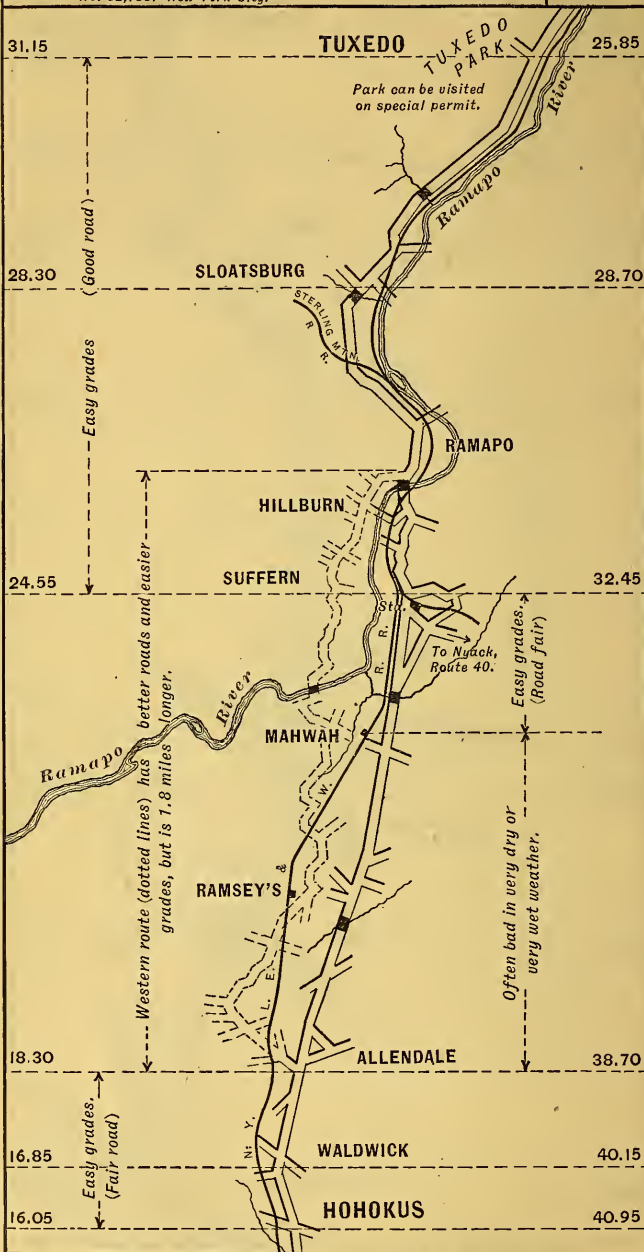
Communicated by George G. Van Schaick, M. D.  
No. 62,738. New York City.

HOBOKUS  
to  
TUXEDO

<sup>b</sup>  
**39**

MILES FROM FORT LEE

MILES FROM NEWBURGH



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# Route from FORT LEE to NEWBURGH

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No. 62,738. New York City.

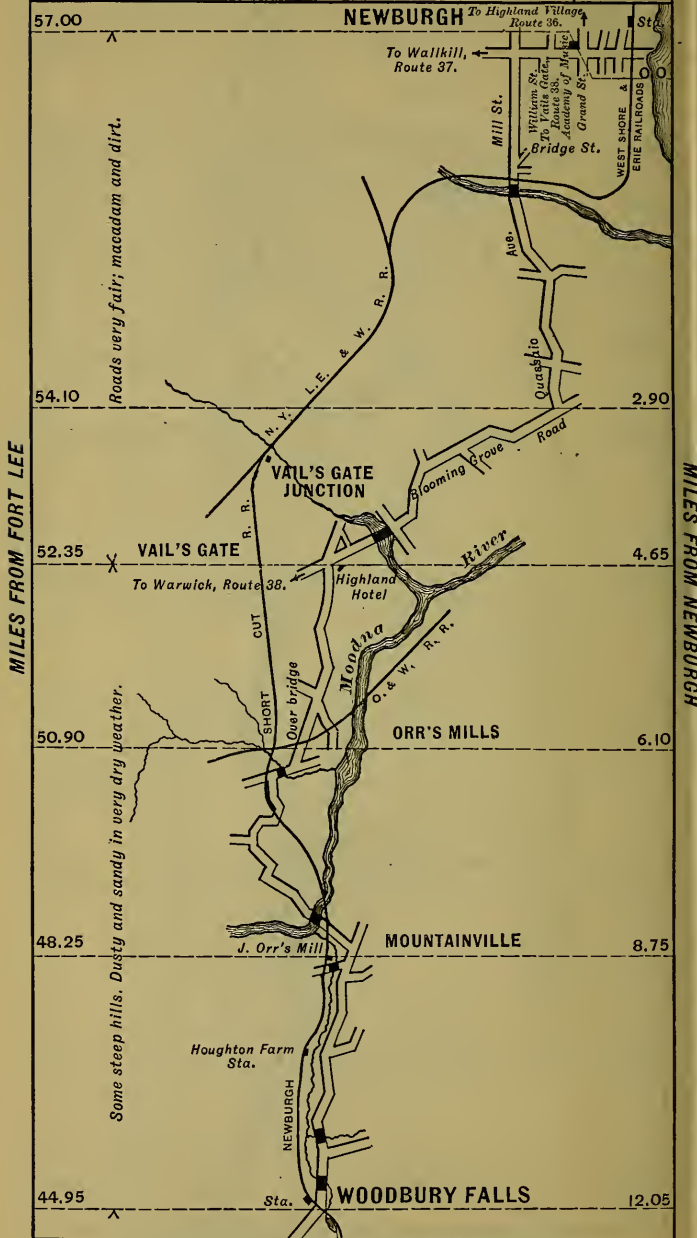
WOODBURY FALLS

to

NEWBURGH

39

d



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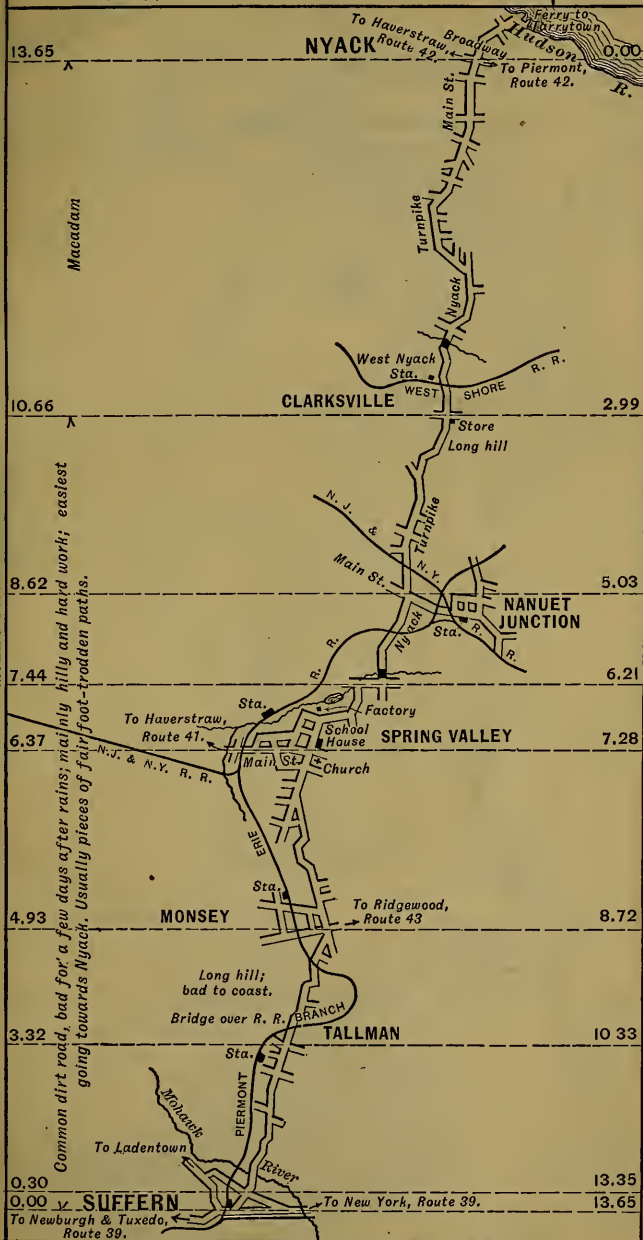
# Route from SUFFERN to NYACK

Communicated by L. H. Hutton, No. 1.642.  
Nanuet, N. Y.

40

MILES FROM SUFFERN

MILES FROM NYACK

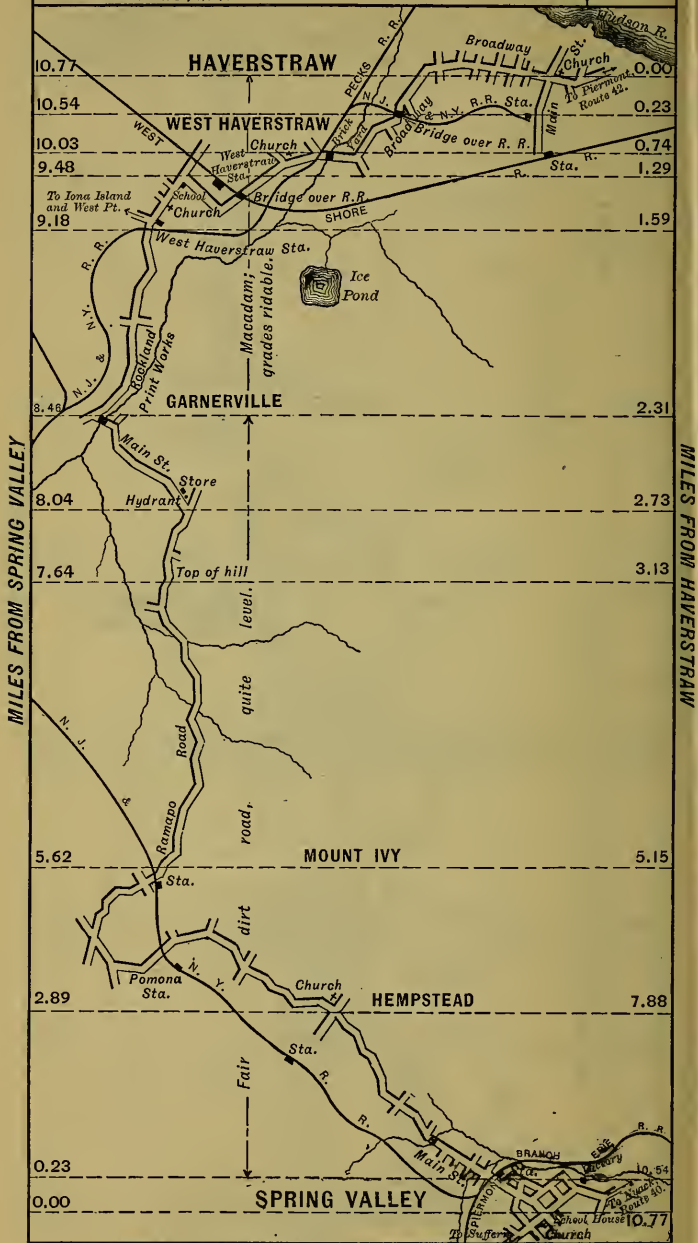


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# Route from SPRING VALLEY to HAVERSTRAW

41

Communicated by L. H. Hutton, No. 1,642  
Nanuet, N. Y.



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**JERSEY CITY**  
to  
**RIDGEFIELD**

<sup>a</sup>  
42



# Route from JERSEY CITY to HAVERSTRAW

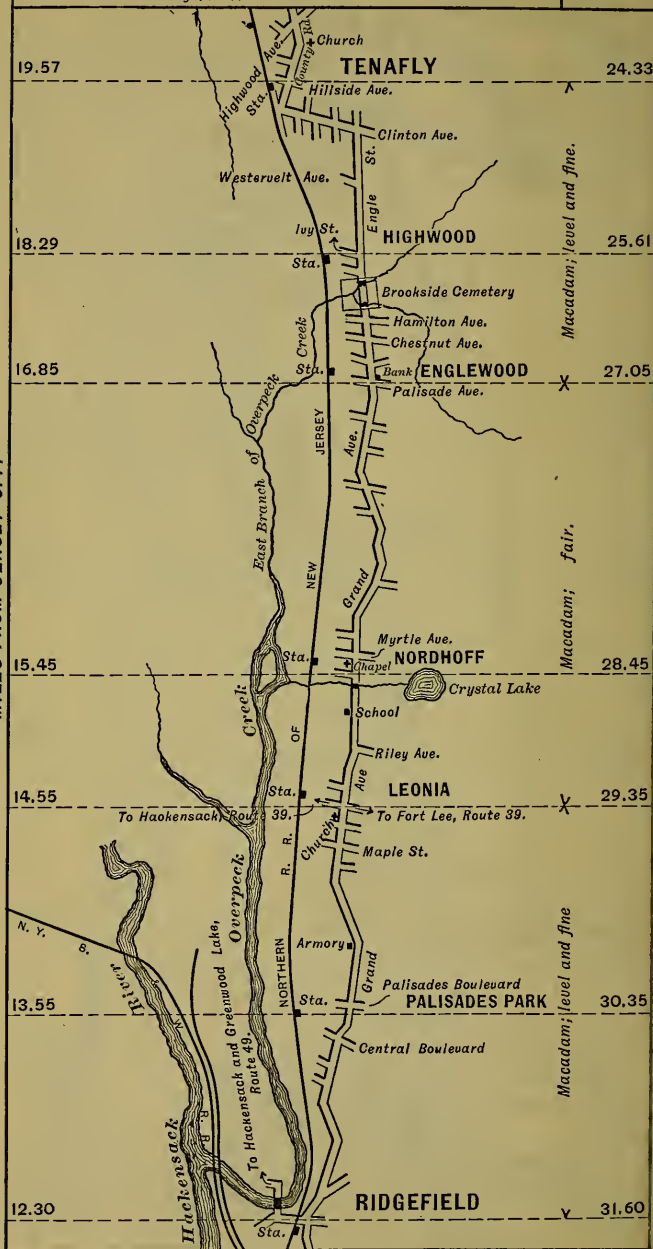
Communicated by W. T. Wintringham, No 287.  
Brooklyn, N. Y.

RIDGEFIELD  
to  
TENAFLY

<sup>b</sup>  
42

MILES FROM JERSEY CITY

MILES FROM HAVERSTRAW



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# Route from JERSEY CITY to HAVERSTRAW

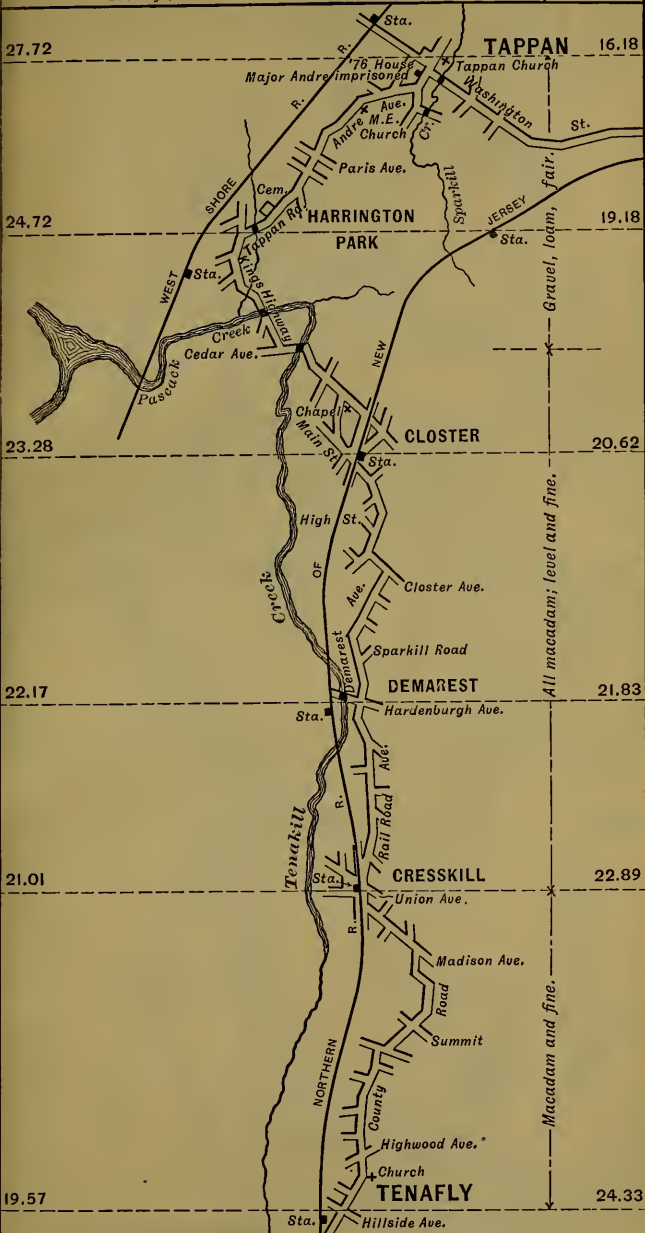
Communicated by W. T. Wintringham, No. 237.  
Brooklyn, N. Y.

TENAFLY  
to  
TAPPAN

C  
42

MILES FROM JERSEY CITY

MILES FROM HAVERSTRAW



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# Route from JERSEY CITY to HAVERSTRAW

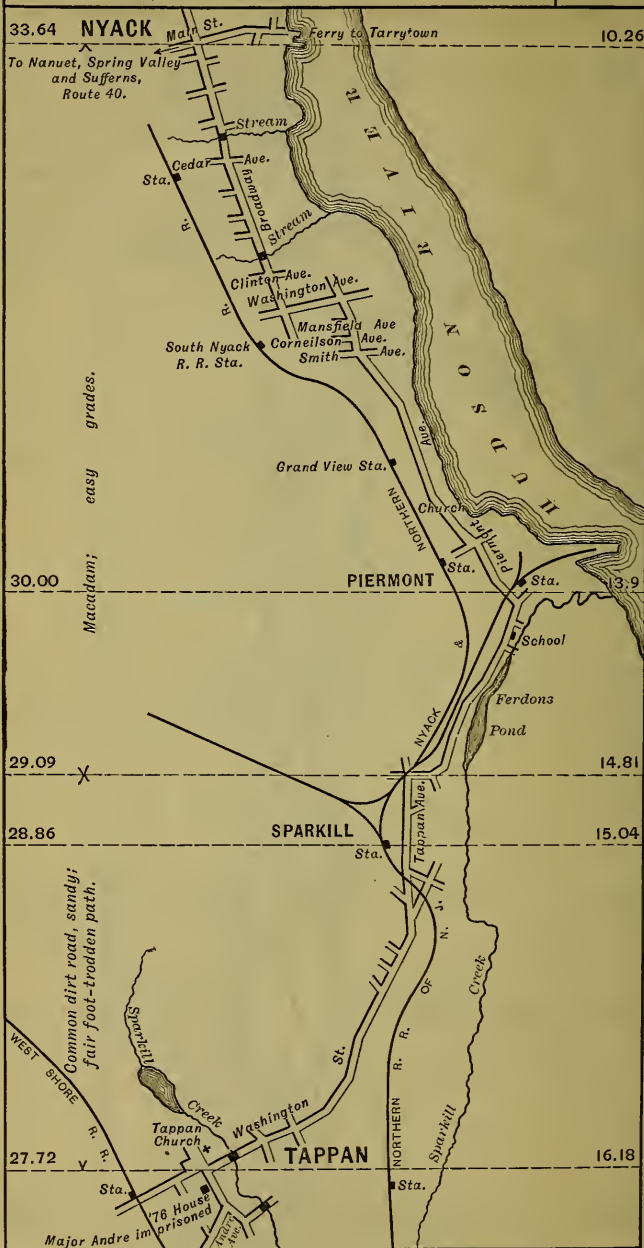
Communicated by L. H. Hutton, No. 1642.  
Nanuet, N. Y.

TAPPAN  
to  
NYACK

42<sup>d</sup>

MILES FROM JERSEY CITY

MILES FROM HAVERSTRAW



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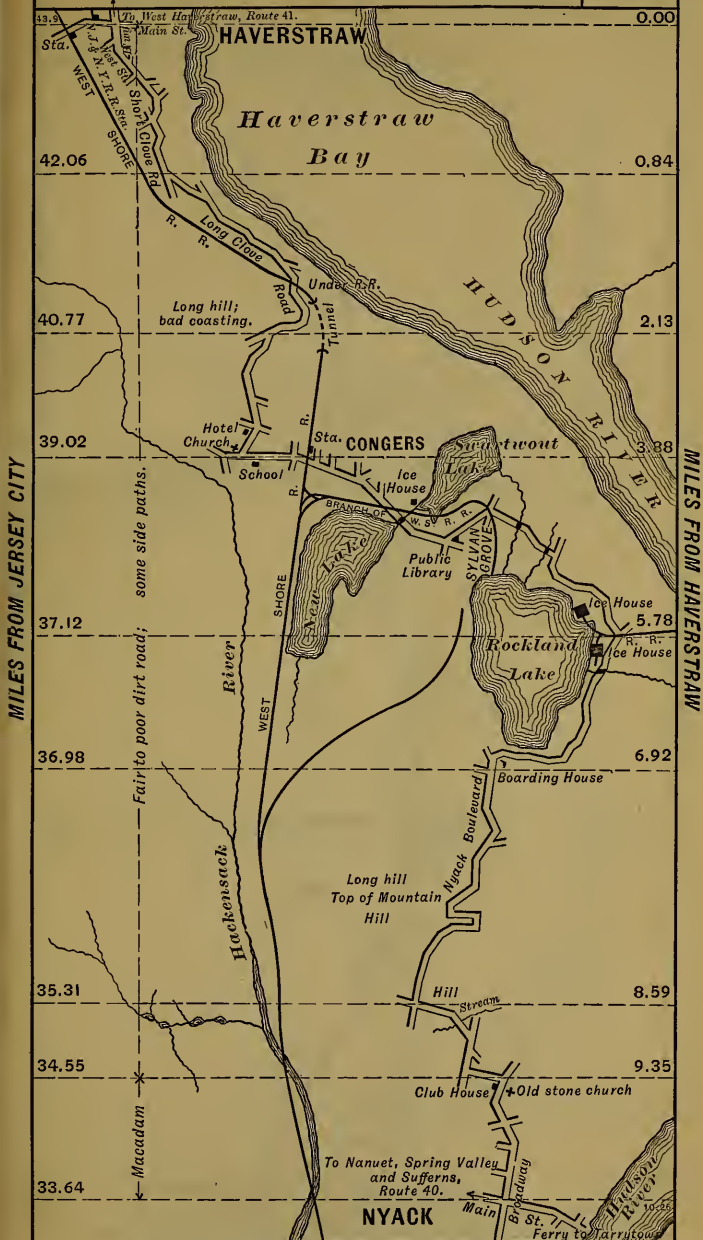
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# Route from JERSEY CITY to HAVERSTRAW

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Nanuet, N. Y.

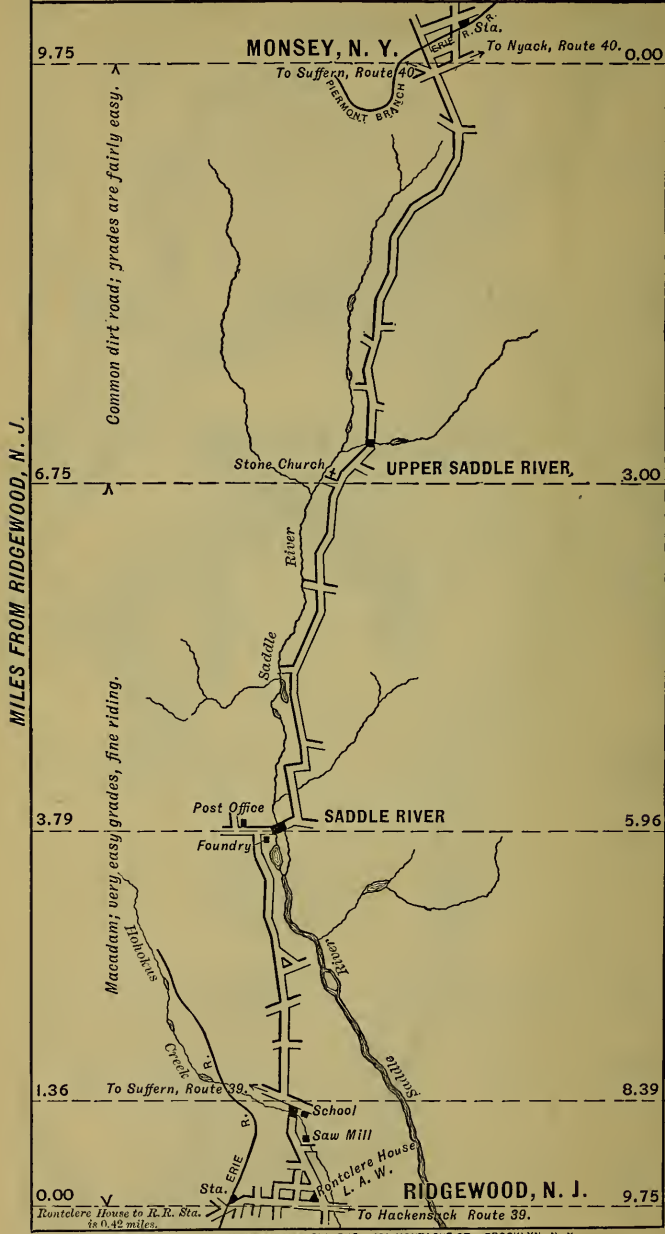
NYACK  
to  
HAVERSTRAW

42



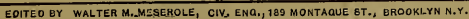
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44<sup>a</sup>

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No.237, Brooklyn, N.Y.

NEWARK to  
SCOTCH PLAINS

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# Route from NEWARK to the DELAWARE WATER GAP.

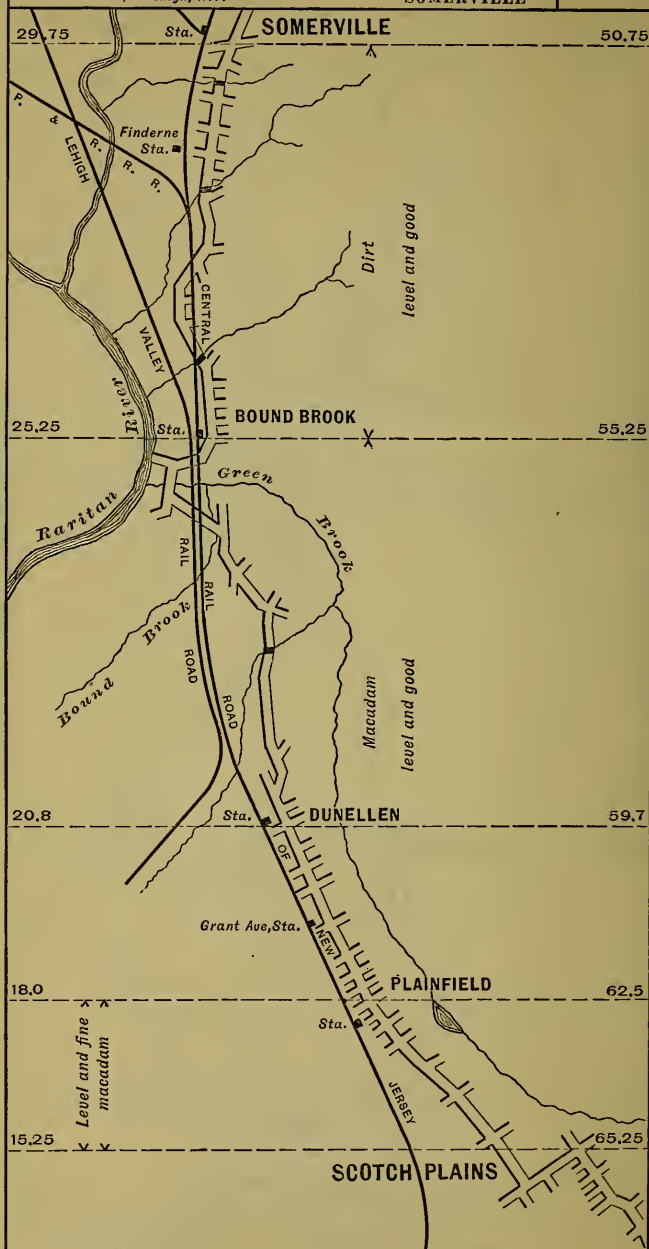
Communicated by W.T. Wintringham,  
No. 237, Brooklyn, N.Y.

SCOTCH PLAINS to  
SOMERVILLE

<sup>b</sup>  
**44**

MILES FROM NEWARK

MILES FROM DELAWARE WATER GAP



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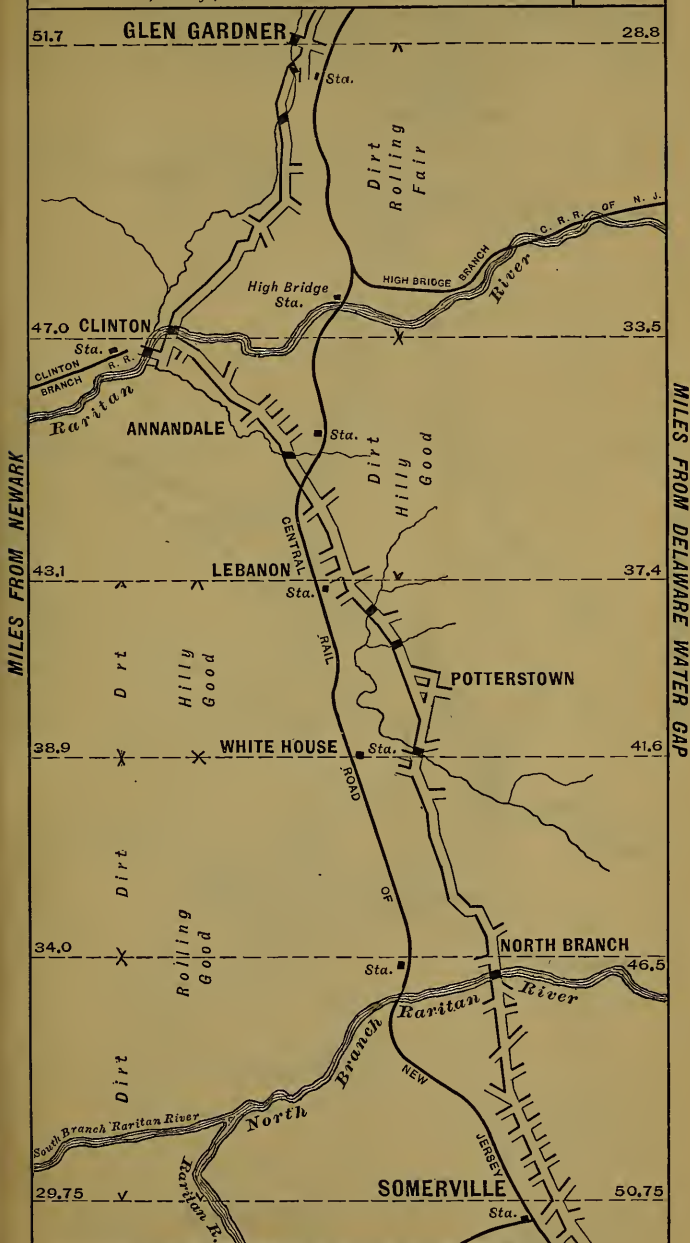
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# Route from NEWARK to the DELAWARE WATER GAP.

Communicated by W.T. Wintringham,  
No.237, Brooklyn, N.Y.

SOMERVILLE to  
GLEN GARDNER

<sup>C</sup>  
44



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# Route from NEWARK to the DELAWARE WATER GAP.

Communicated by W.T. Wintringham,  
No. 237, Brooklyn, N.Y.

GLEN GARDNER to the  
DELAWARE WATER GAP

44<sup>d</sup>

To Port Jervis,  
Route 35

80.5

Kittatinny House

Sta.

Delaware R.

DELAWARE WATER GAP

0.00

NOTE: From Washington to the Delaware Water Gap;  
follow Route 50 Trenton to Water Gap

WASHINGTON

57.7

Routes 45 & 50

22.8

MORRIS & ESSEX  
DELAWARE

DIVISION  
LACKAWANNA

To Schooley's Mountain,  
Route 45

& Sta.

WESTERN

R. R.

55.7

24.8

clay  
fair

Musconetcong  
River

R.

W. R.

53.7

26.8

JUNCTION

Jersey Sta.

CENTRAL RAIL

ROAD OF

NEW

good

Gravel & shale

CLARKSVILLE

51.7

28.8

GLEN GARDNER

Sta.

MILES FROM NEWARK

MILES FROM DELAWARE WATER GAP

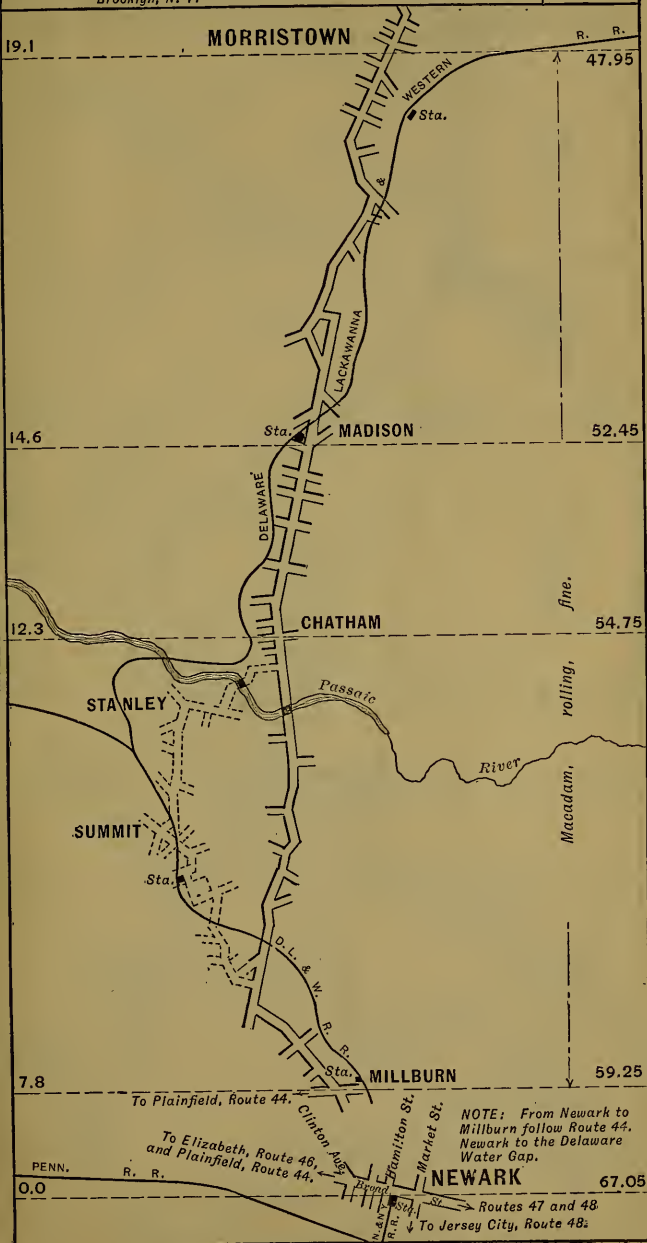
Route from  
NEWARK to EASTON, PA.  
and DELAWARE WATER GAP  
Communicated by L. P. Coleman, No. 44,304.  
Brooklyn, N. Y.

NEWARK  
to  
MORRISTOWN

a  
45

MILES FROM NEWARK

MILES FROM EASTON



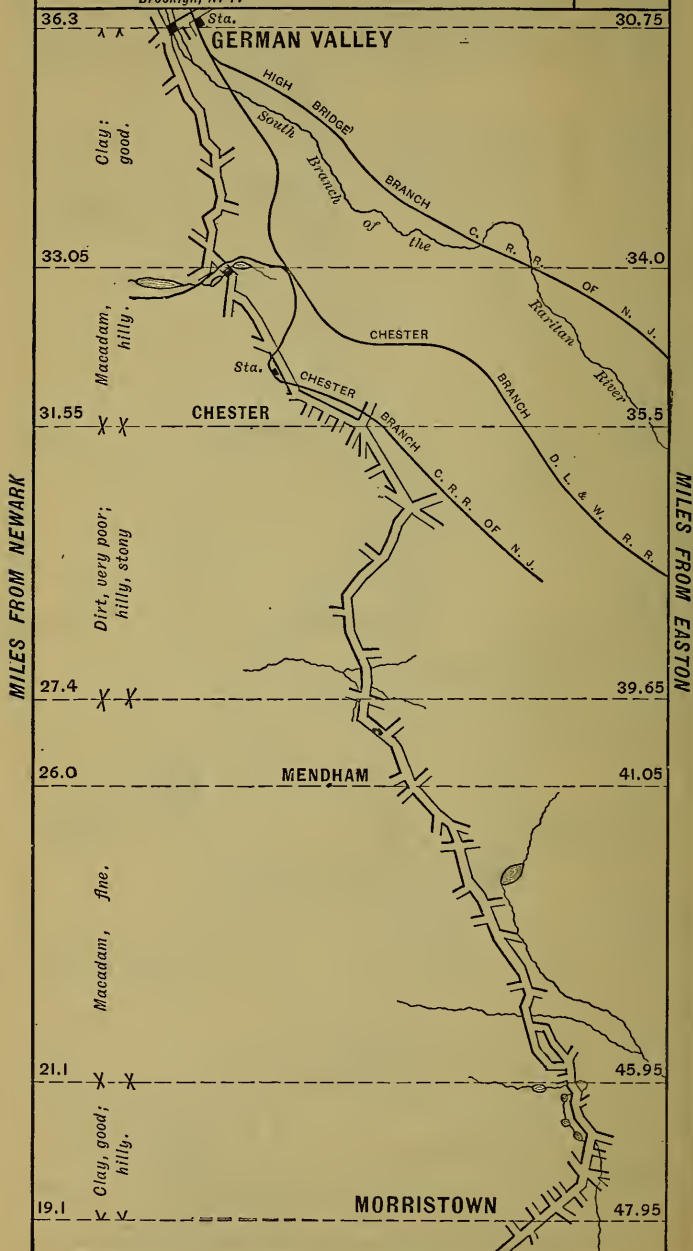
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Route from  
NEWARK to EASTON, PA.  
and DELAWARE WATER GAP  
Communicated by L. P. Coleman, No. 44,304,  
Brooklyn, N. Y.

MORRISTOWN  
to  
GERMAN VALLEY

<sup>b</sup>  
45



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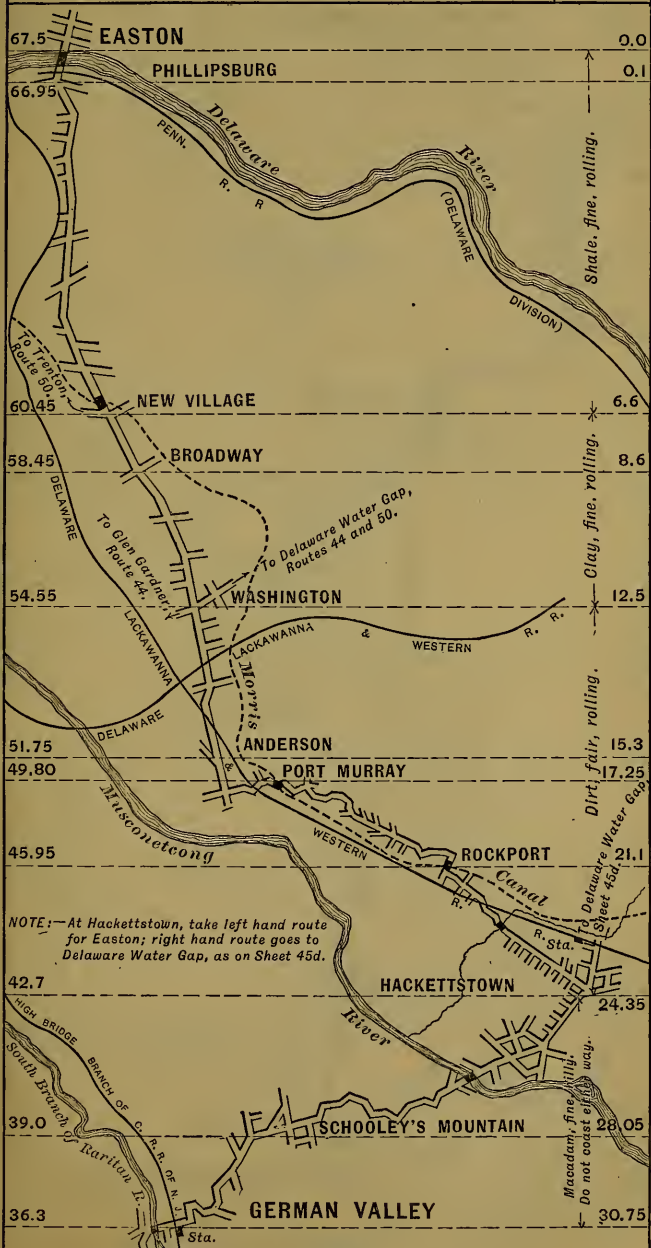
Route from  
NEWARK to EASTON, PA.  
and DELAWARE WATER GAP  
Communicated by L. P. Coleman, No. 44,304.  
Brooklyn, N. Y.

GERMAN VALLEY  
to  
EASTON

C  
45

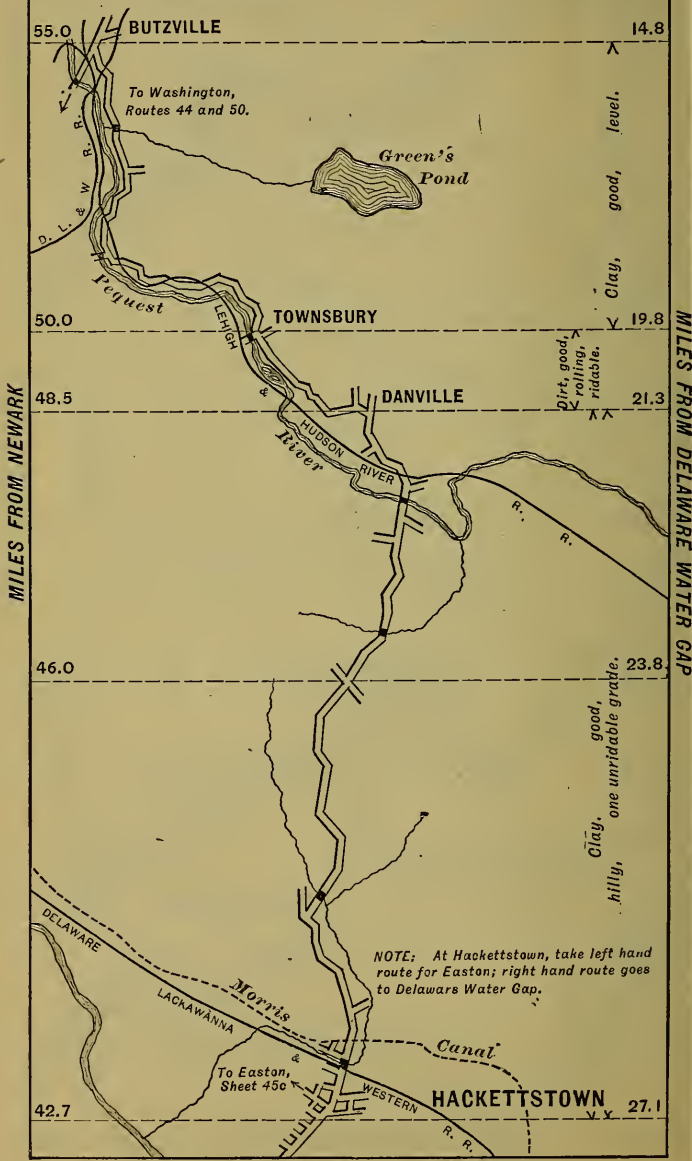
MILES FROM NEWARK

MILES FROM EASTON



<p><b>69.8</b>      <b>DELAWARE WATER GAP</b></p>	<p><b>0.0</b></p>
---	-------------------

*NOTE: Follow Routes 44 and 50 to Delaware Water Gap.*



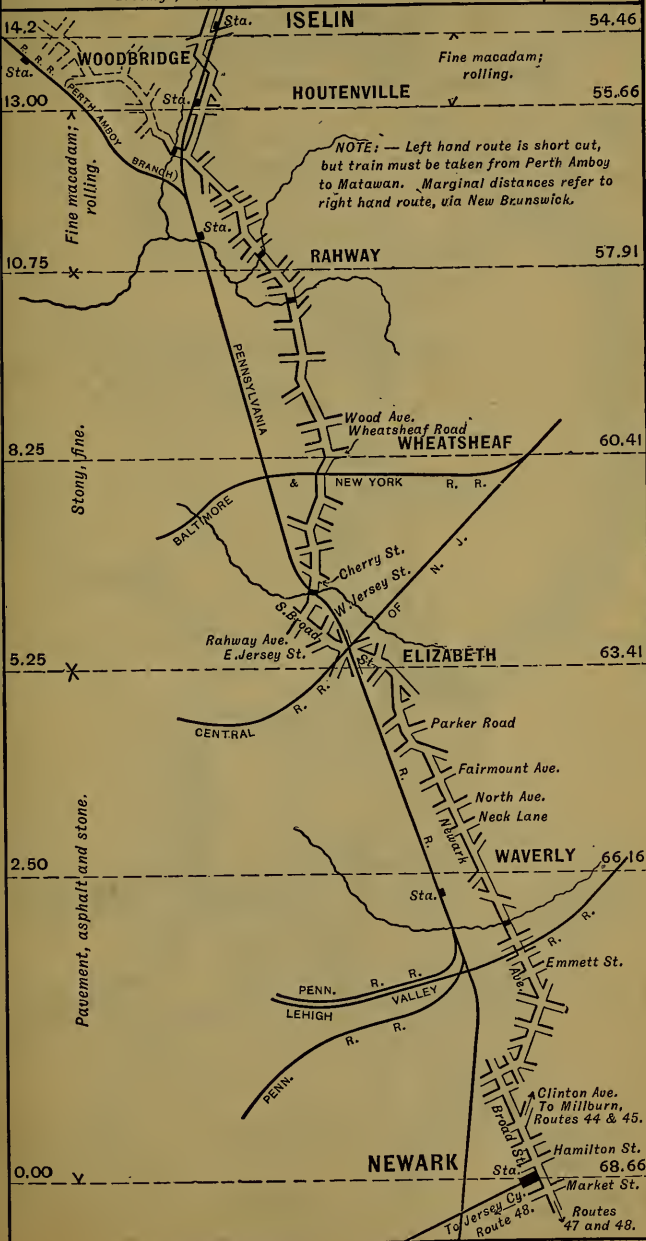
EDITED BY WALTER M. MESEROLE, CIV. ENG., 189 MONTAGUE ST., BROOKLYN, N. Y.

# Route from NEWARK to OCEAN GROVE

Communicated by Wm. T. Wintringham, No. 237.  
Brooklyn, N. Y.

NEWARK  
to  
ISELIN

a  
46



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# Route from NEWARK to OCEAN GROVE

Communicated by Wm. T. Wintringham, No. 237.  
Brooklyn, N. Y.

ISELIN  
to  
MATAWAN

<sup>b</sup>  
46



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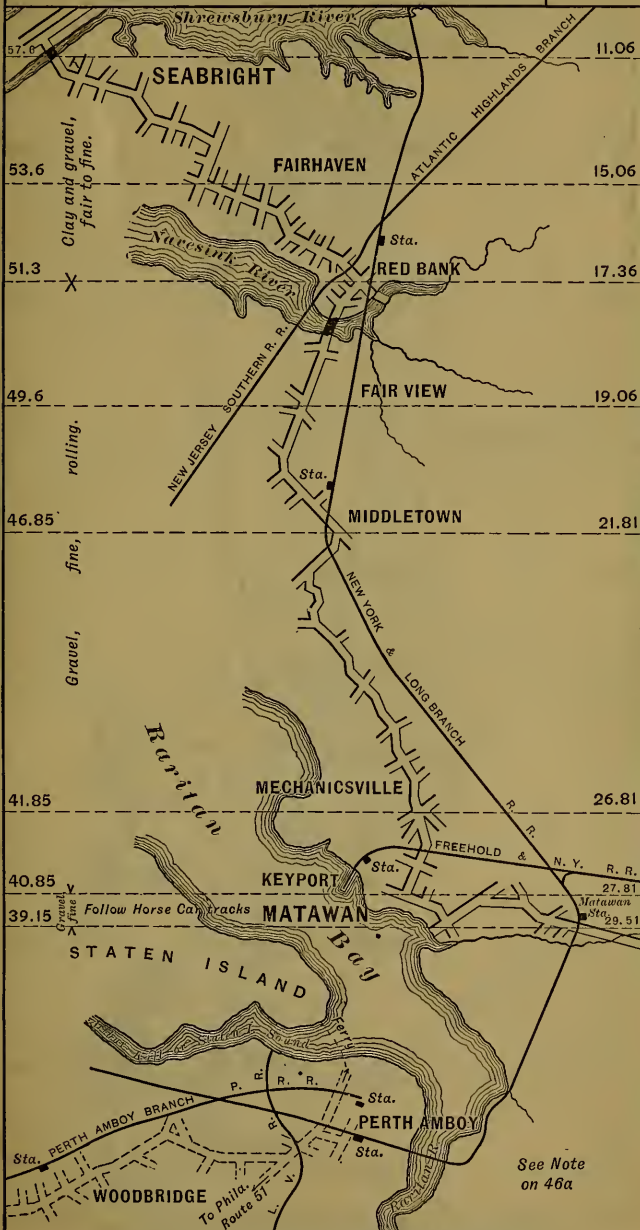
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# Route from NEWARK to OCEAN GROVE

Communicated by Wm. T. Wintringham, No. 237.  
Brooklyn, N. Y.

MATAWAN  
to  
SEABRIGHT

C  
46



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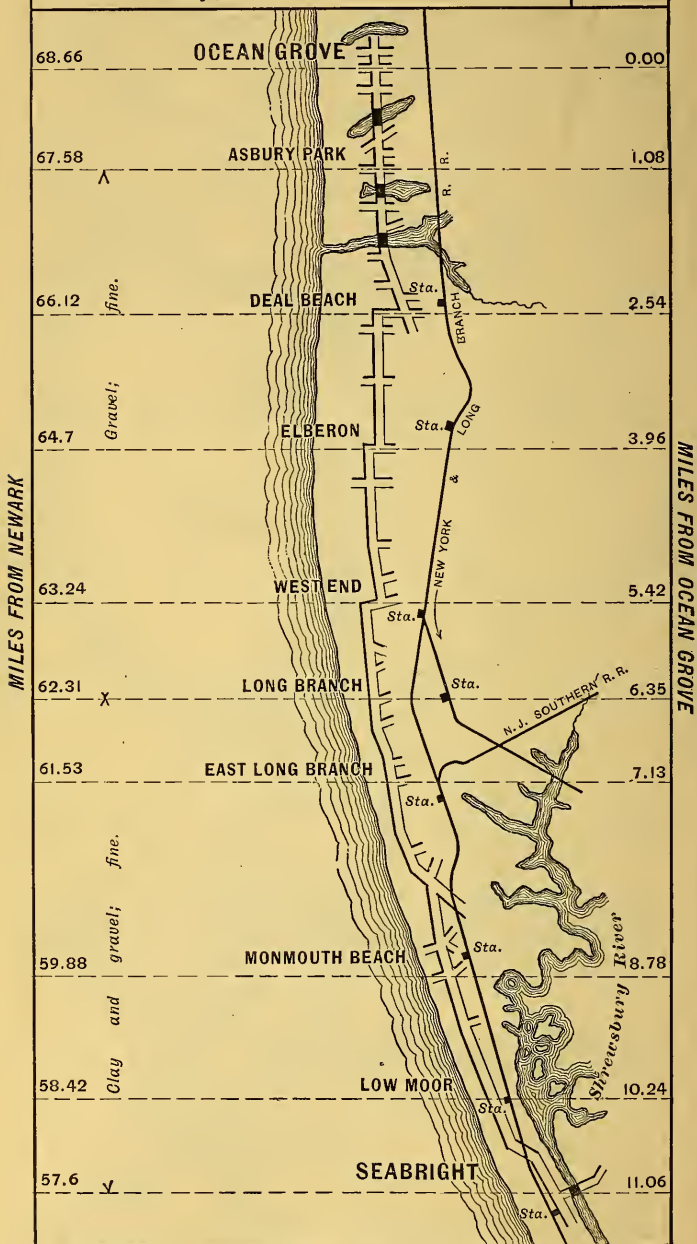
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# Route from NEWARK to OCEAN GROVE

Communicated by Wm. T. Wintringham, No. 237.  
Brooklyn, N. Y.

SEABRIGHT  
to  
OCEAN GROVE

46<sup>d</sup>



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# Route from NEWARK to PORT JERVIS

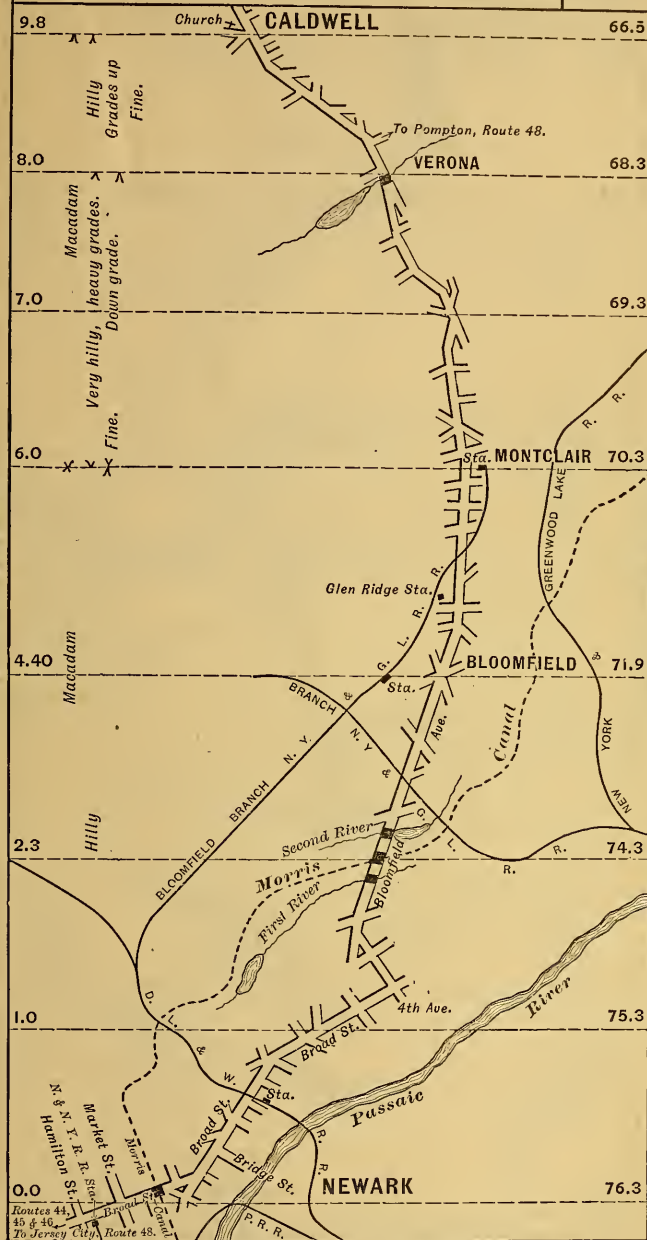
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Brooklyn, N. Y.

NEWARK  
to  
CALDWELL

a  
47

MILES FROM NEWARK

MILES FROM PORT JERVIS



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# Route from NEWARK to PORT JERVIS

Communicated by R. W. Jones, No. 61,627.  
Brooklyn, N. Y.

CALDWELL  
to  
DOVER

b  
47

To Lake Hopatcong and  
Budd's Lake, Route 52.

26.95

K K K

DOVER

Sta.

R. R. O. N. Y.

Sussex St.

Lamp, speed and bell ordinance.

49.35

Do not coast.

23.7

ROCKAWAY

52.6

Rolling

Macadam  
up  
Grades

21.6

DENVILLE

54.7

Hilly

17.9

PARSIPPANY

58.4

Gravel  
Rolling, fair.

12.9

PINE BROOK

63.4

10.9

Macadam  
Hilly  
Fine  
Grades down

FRANKLIN

65.4

9.8

CALDWELL

Church

66.5

MILES FROM NEWARK

MILES FROM PORT JERVIS

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# Route from NEWARK to PORT JERVIS

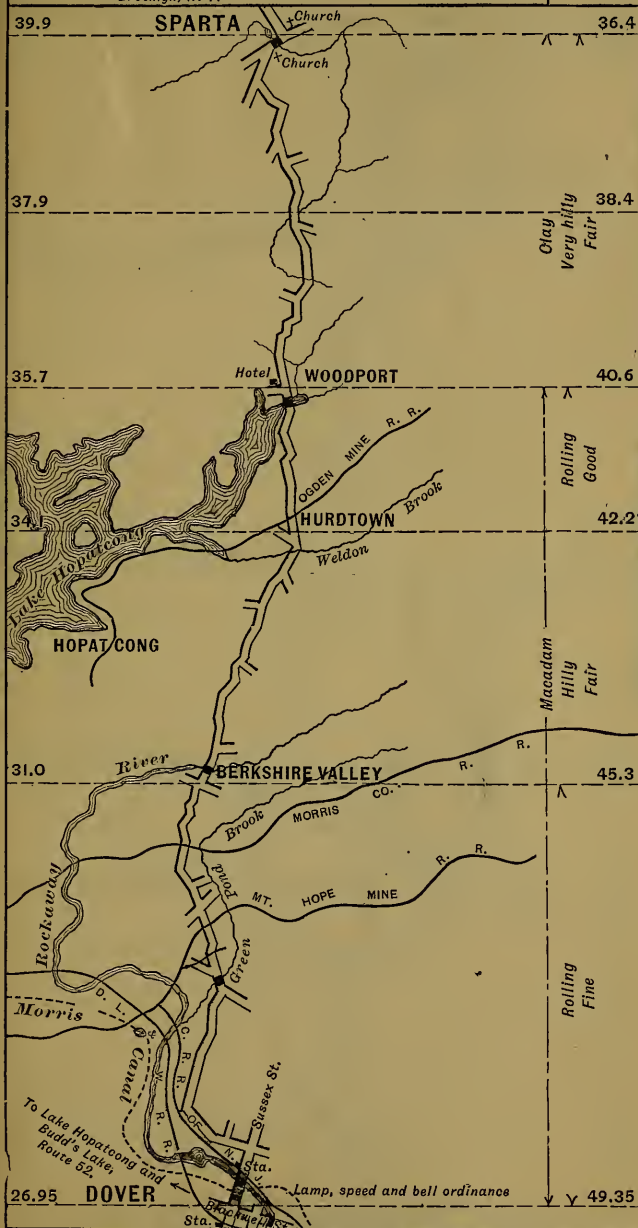
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Brooklyn, N. Y.

DOVER  
to  
SPARTA

C  
47

MILES FROM NEWARK

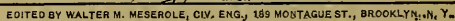
MILES FROM PORT JERVIS



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47<sup>d</sup>

BRANCHVILLE



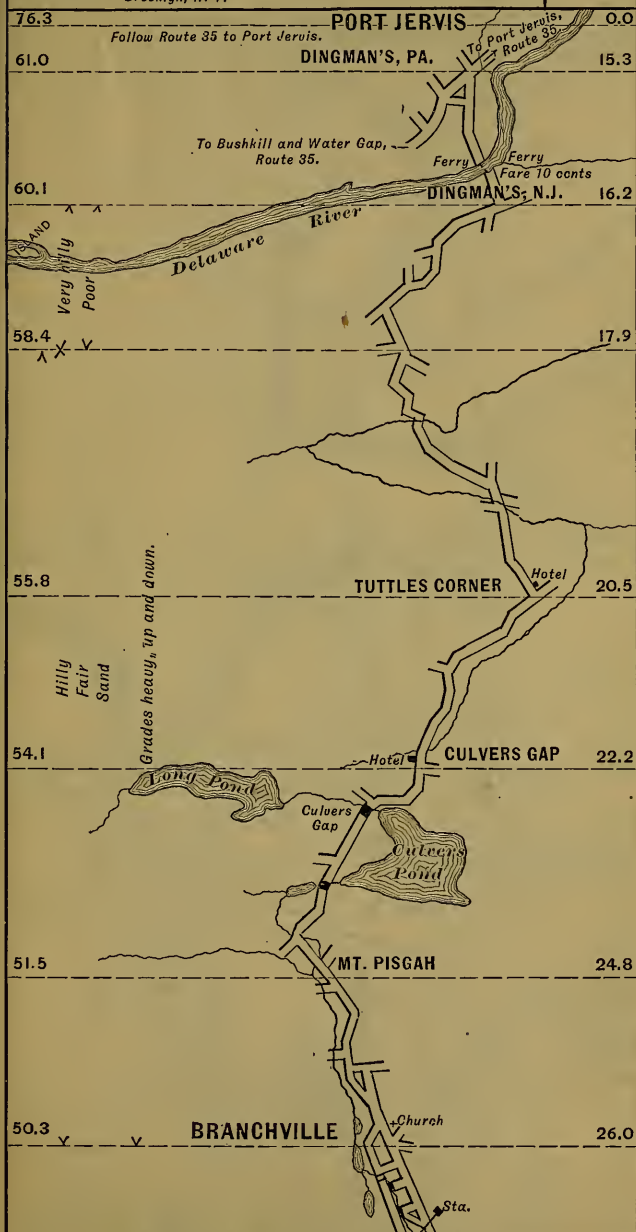
# Route from NEWARK to PORT JERVIS

Communicated by R. W. Jones, No. 61,627.

Brooklyn, N. Y.

BRANCHVILLE  
to  
PORT JERVIS

e  
**47**



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## NEWARK

48<sup>a</sup>

Note: The connection via Mercer St., over the new viaduct, connecting Church St. and Glenwood Ave. is to be made good in the near future. At present, Jan. '97, Mercer St., Meroles St., and Montgomery St., is the best route.

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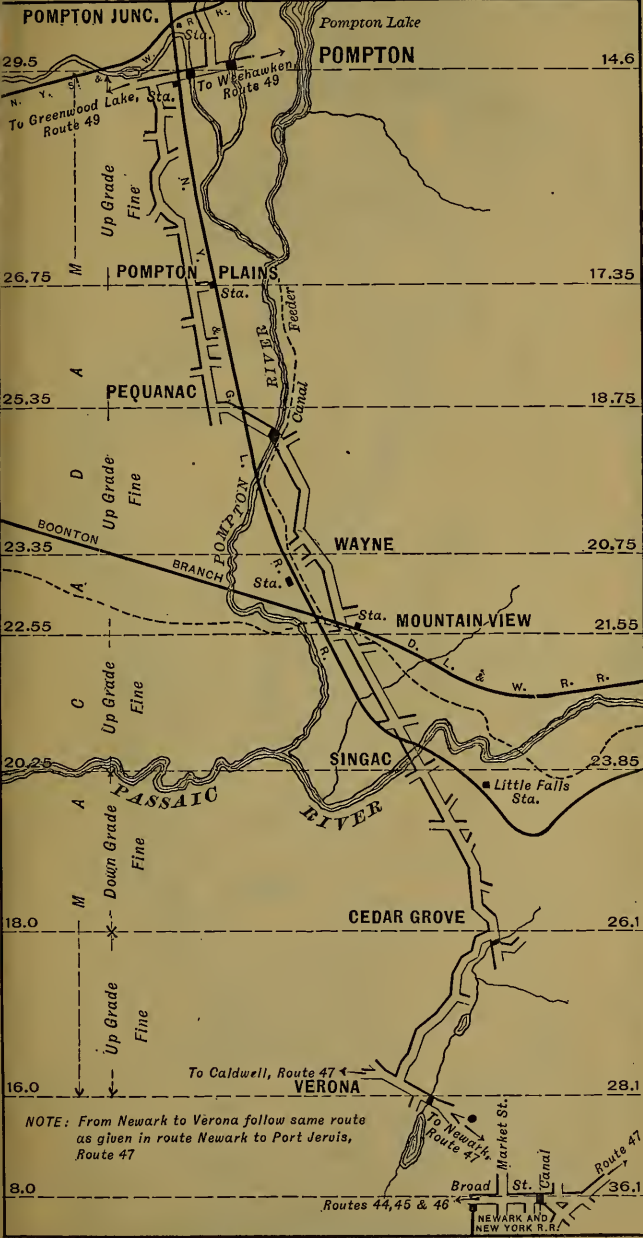
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# Route from JERSEY CITY to GREENWOOD LAKE via Newark

NEWARK  
to  
POMPTON

<sup>b</sup>  
**48**

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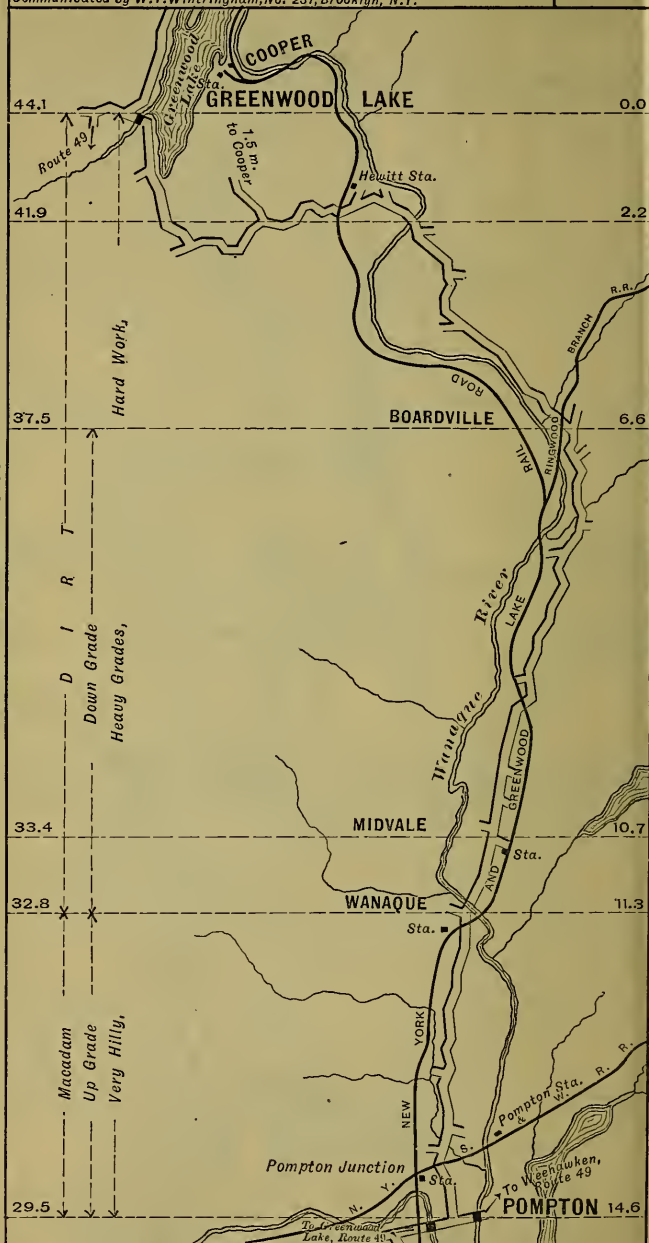
MILES FROM GREENWOOD LAKE

# Route from POMPTON JERSEY CITY to GREENWOOD LAKE to via Newark GREENWOOD LAKE

Communicated by W.T. Wintringham, No. 237, Brooklyn, N.Y.

C  
48

MILES FROM JERSEY CITY



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# Route from WEEHAWKEN to GREENWOOD LAKE and MONROE.

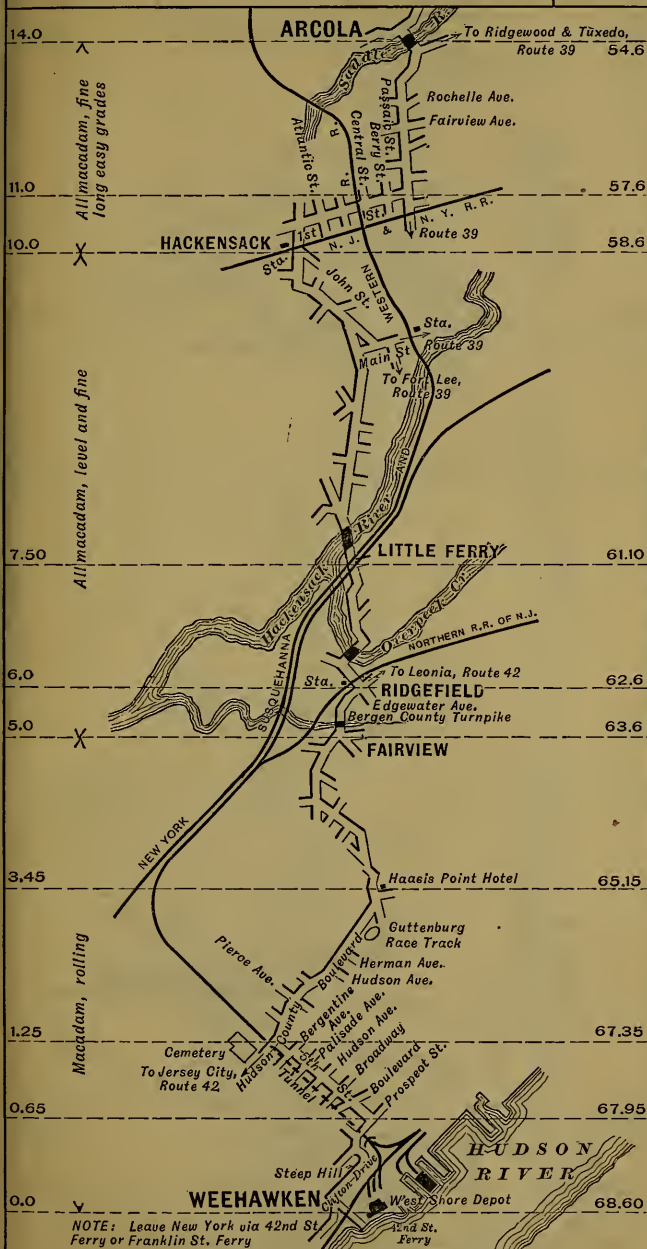
WEEHAWKEN

to  
ARCOLA

a

49

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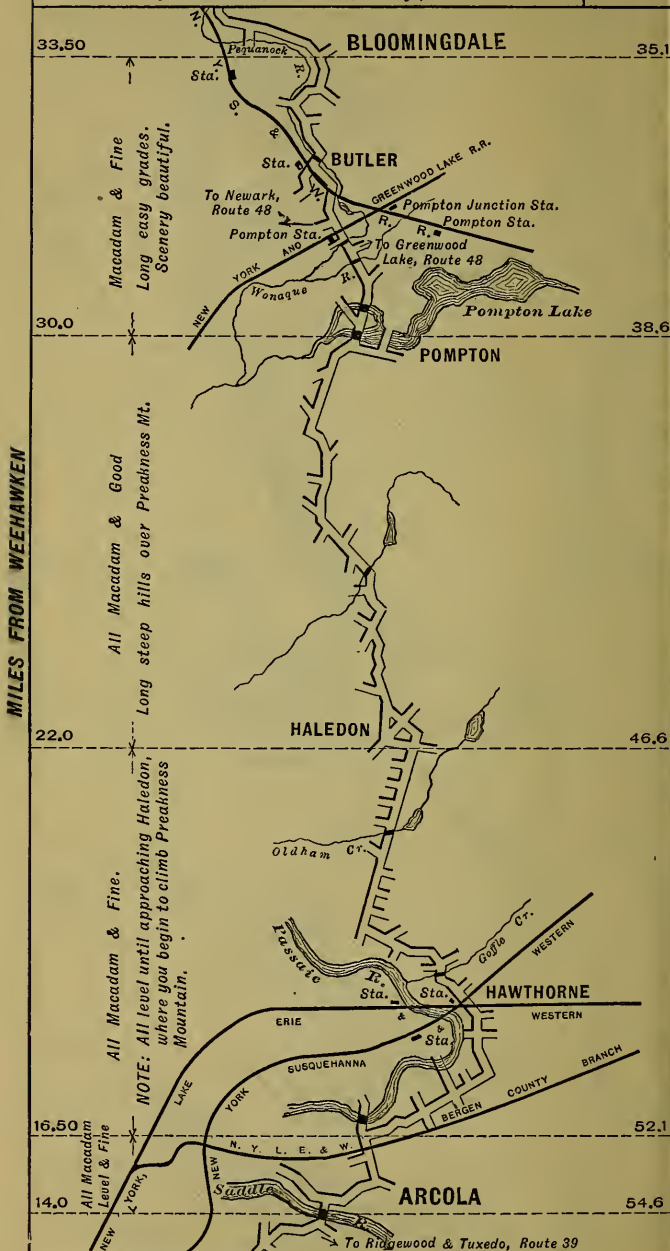
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# Route From WEEHAWKEN to GREENWOOD LAKE. to and MONROE. BLOOMINGDALE

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<sup>b</sup>  
49



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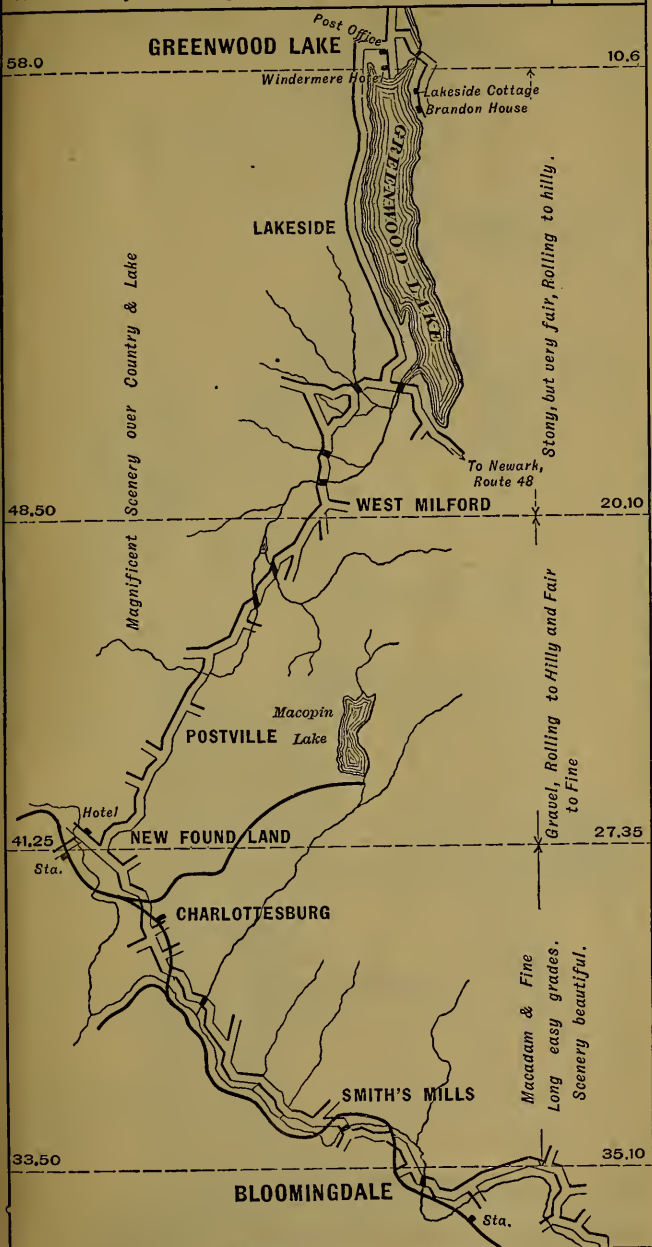
**Route From BLOOMINGDALE  
WEEHAWKEN to GREENWOOD LAKE. to  
and MONROE. GREENWOOD LAKE**

*Communicated by W.T. Wintringham, No.237, Brooklyn, N.Y.*

**49<sup>C</sup>**

**MILES FROM WEEHAWKEN**

**MILES FROM MONROE**



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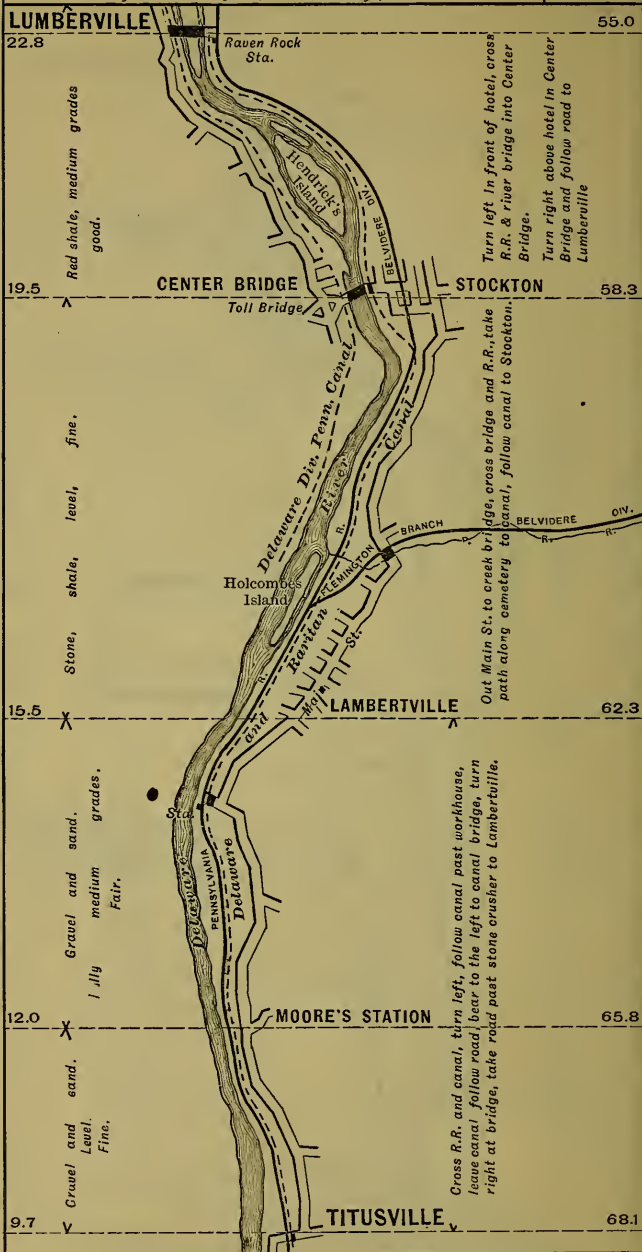
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# Route from TITUSVILLE to the DELAWARE WATER GAP. LUMBERVILLE.

<sup>b</sup>  
50

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MILES FROM TRENTON



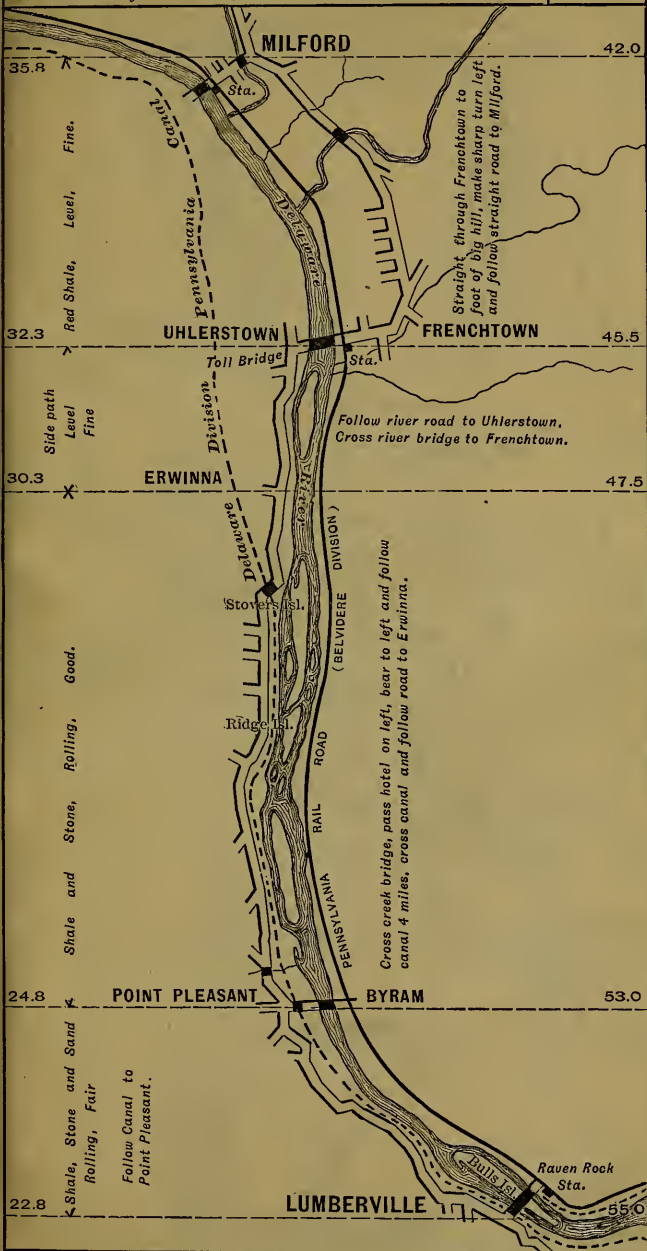
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# Route from TRENTON to the DELAWARE WATER GAP. LUMBERVILLE to MILFORD.

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50<sup>C</sup>



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Route from  
TRENTON to the DELAWARE WATER GAP

MILFORD  
to  
OXFORD FURNACE

50<sup>d</sup>

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MILES FROM TRENTON

MILES FROM DELAWARE WATER GAP



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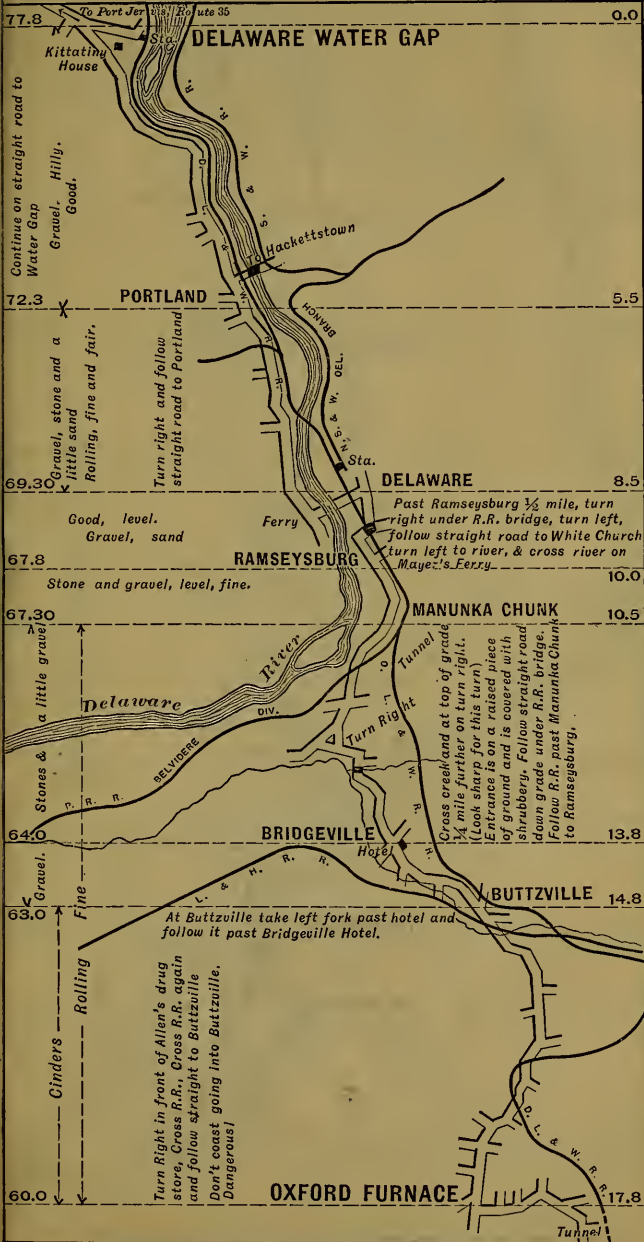
# Route from TRENTON to the DELAWARE WATER GAP to the OXFORD FURNACE to the DELAWARE WATER GAP

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50<sup>e</sup>

MILES FROM TRENTON

MILES FROM DELAWARE WATER GAP

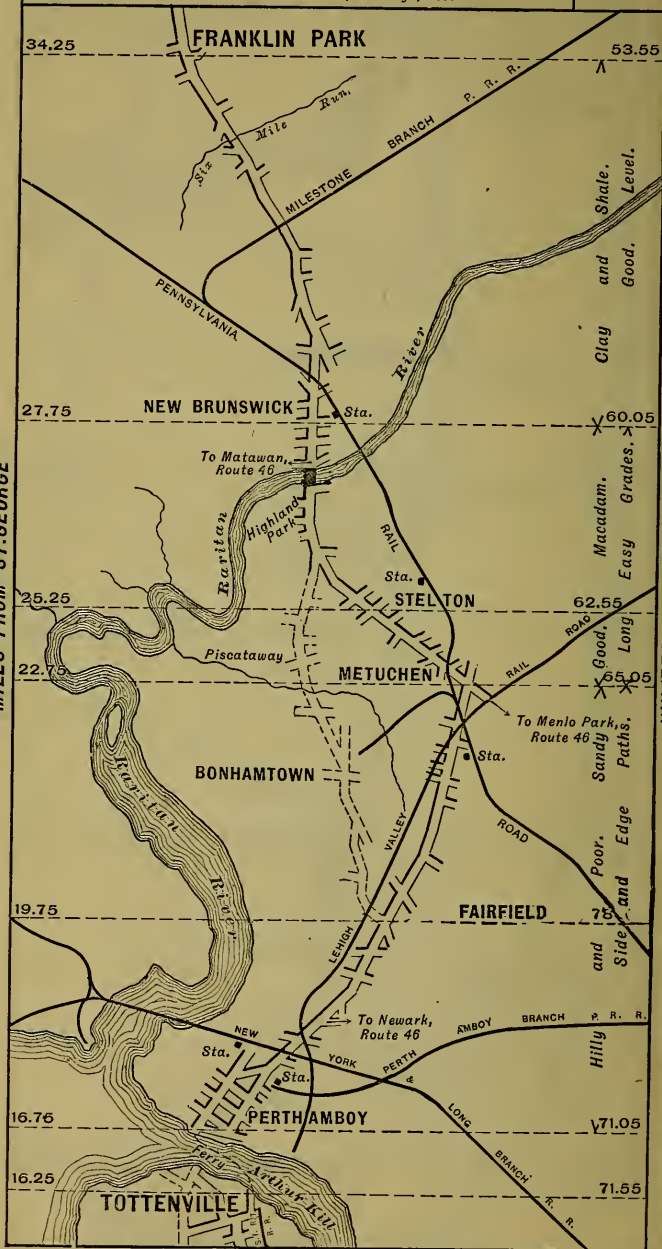


**Route from**  
**NEW YORK to PHILADELPHIA**  
*via Staten Island*  
**to**  
**FRANKLIN PARK N.J.**  
*Communicated by W.T. Wintringham, No. 237, Brooklyn, N.Y.*

**51<sup>C</sup>**

**MILES FROM ST. GEORGE**

**MILES FROM PHILADELPHIA**



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# Route from NEW YORK to PHILADELPHIA via Staten Island

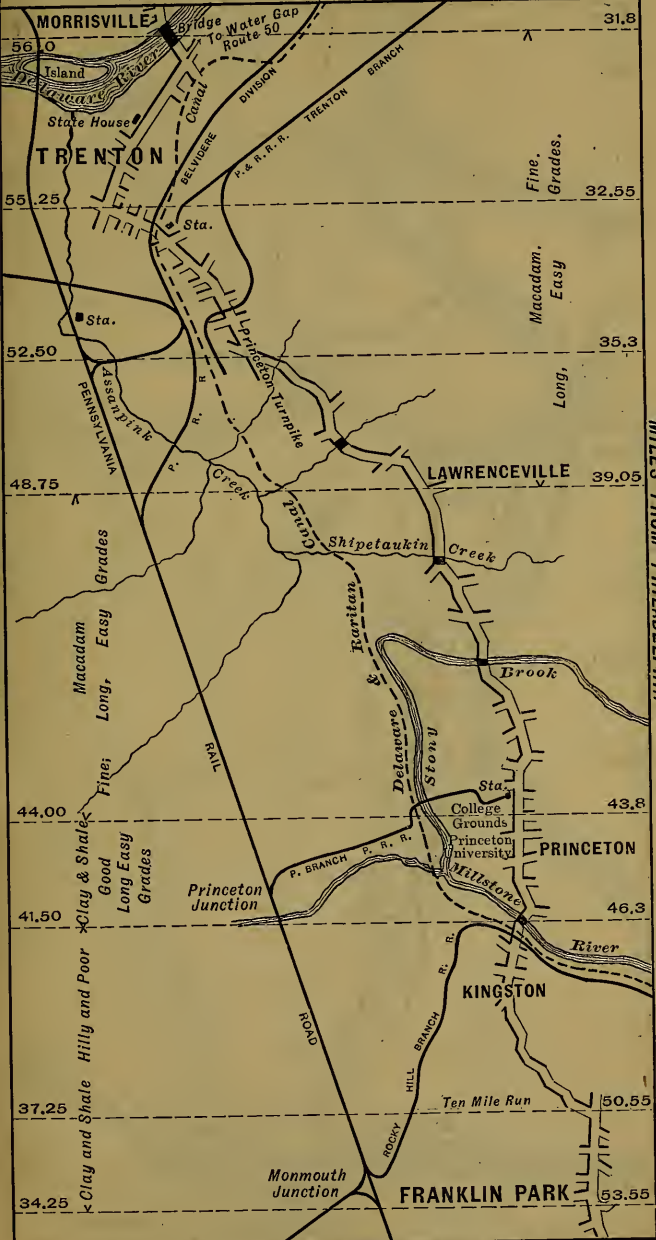
FRANKLIN PARK  
to  
TRENTON

51<sup>d</sup>

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MILES FROM ST. GEORGE

MILES FROM PHILADELPHIA



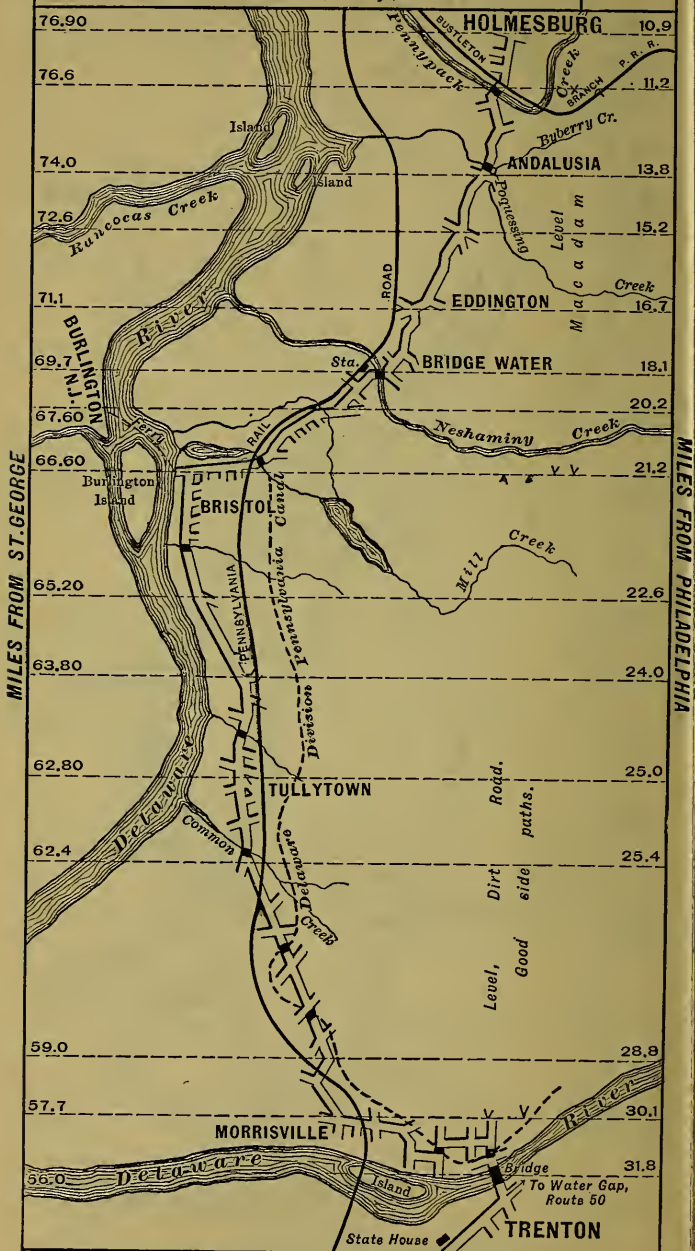
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Route from  
**NEW YORK to PHILADELPHIA**  
*via Staten Island*  
 Communicated by R.W.Jones, No. 61,627, Brooklyn, N.Y.

TRENTON N.J.  
 to  
 HOLMESBURG PA.

e  
**51**



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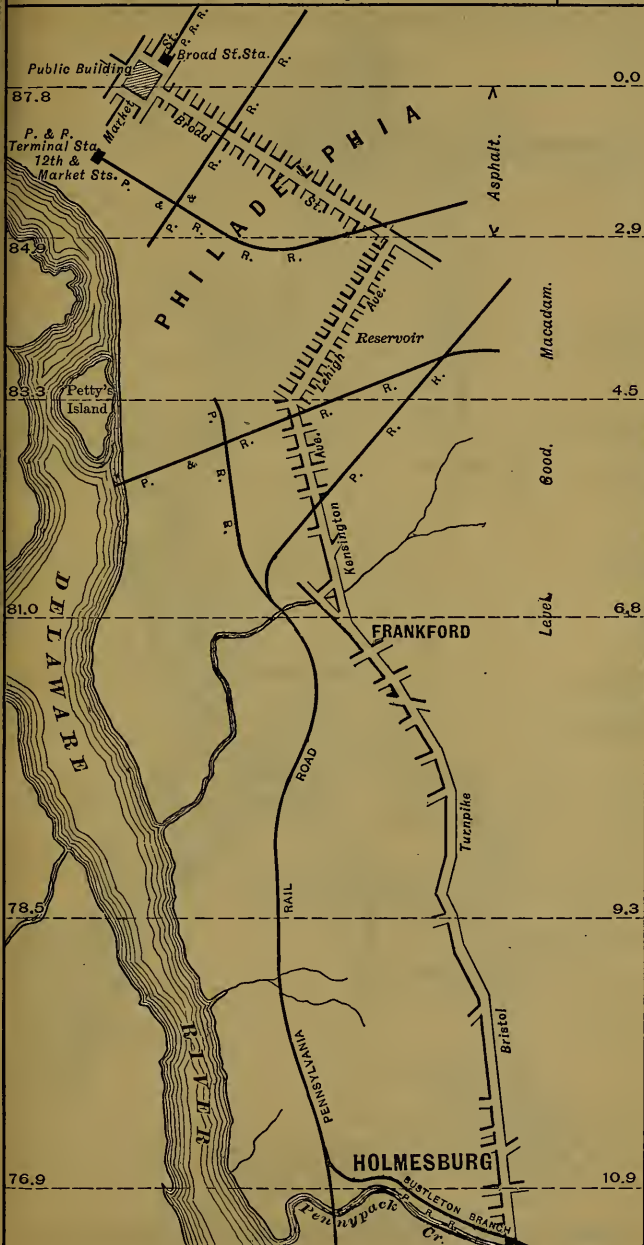
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Route from  
NEW YORK to PHILADELPHIA  
via Staten Island

HOLMESBURG  
to  
PHILADELPHIA

51<sup>f</sup>

Communicated by R.W.Jones, No. 61,627, Brooklyn, N.Y.

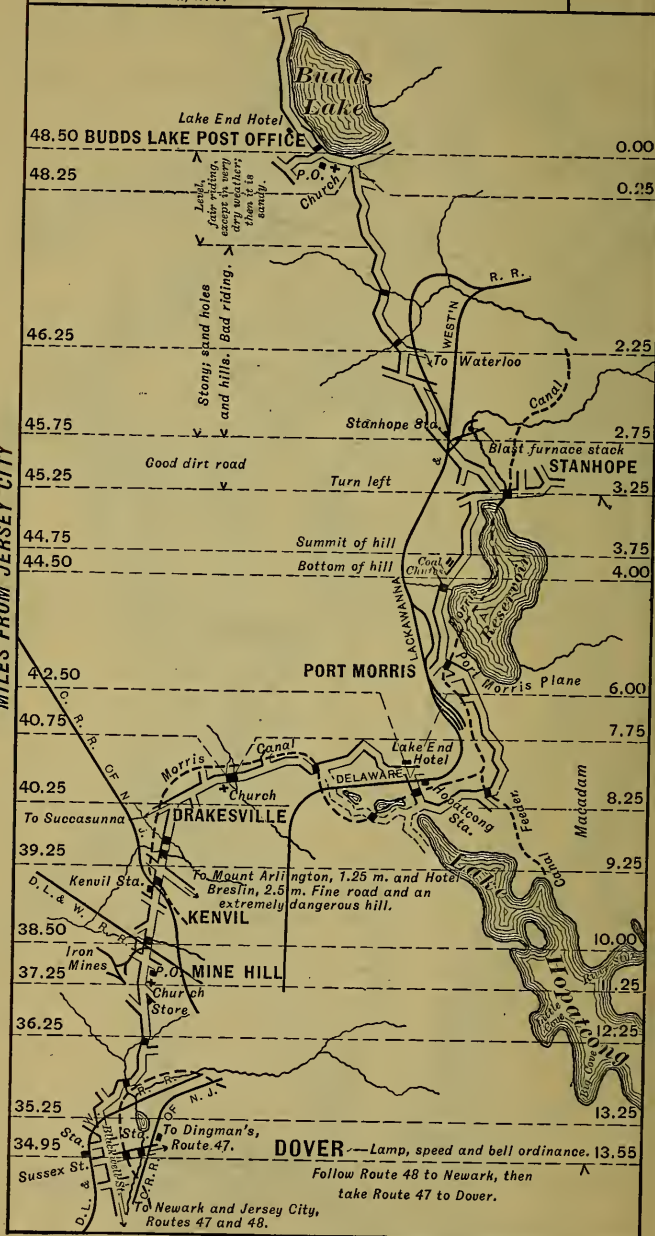


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## 52

MILES FROM JERSEY CITY



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Route from

ARDEN to MIDDLETOWN

Communicated by G. M. Millsbaugh, No. 15,569.  
Middletown, N. Y.

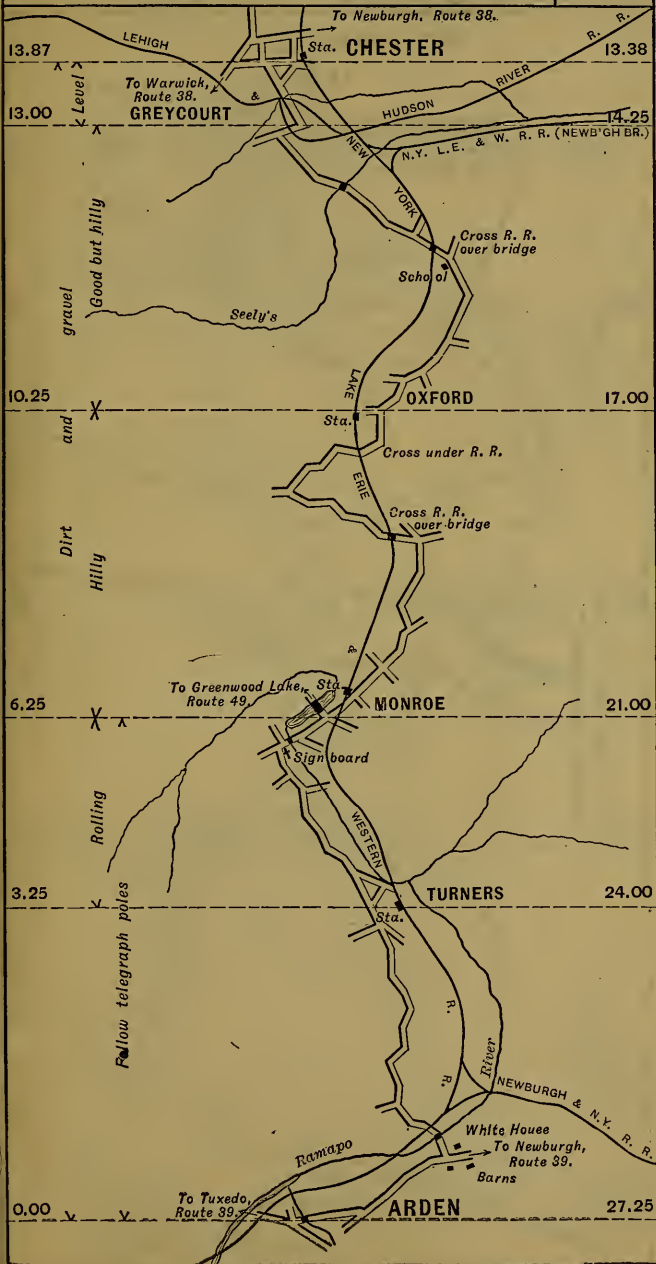
ARDEN

to

CHESTER

a

53



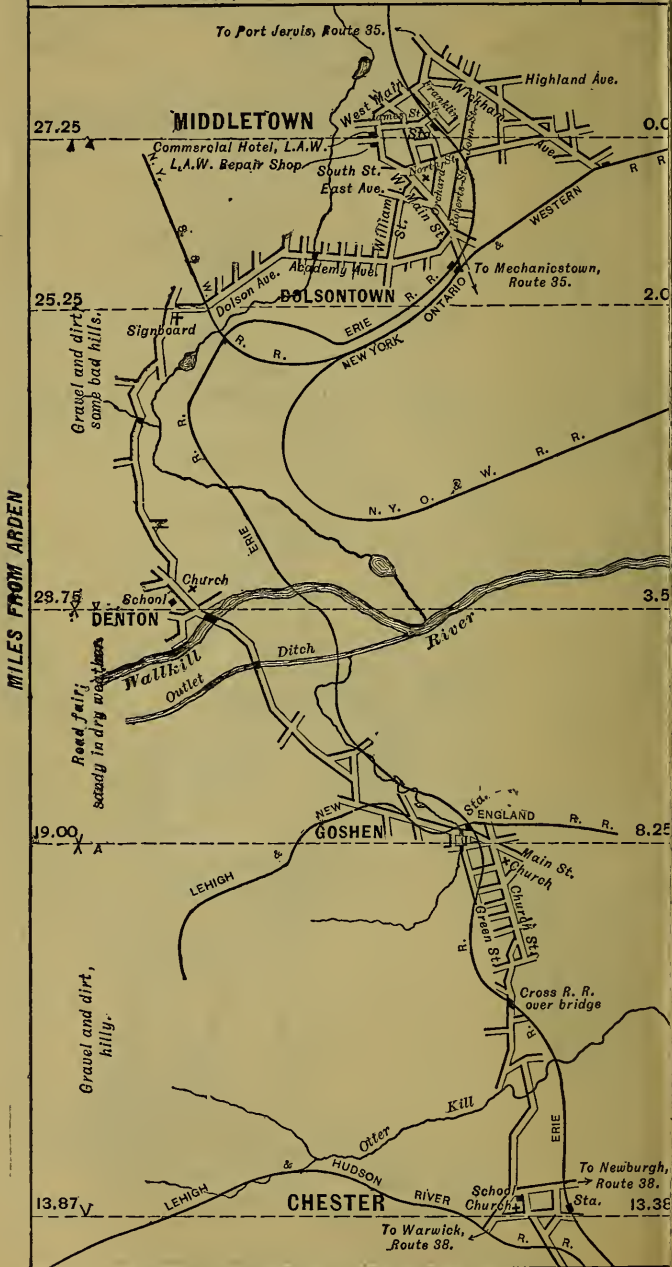
MILES FROM MIDDLETOWN

# Route from ARDEN to MIDDLETOWN

Communicated by G. M. Millsbaugh, No. 15,569,  
Middletown, N. Y.

CHESTER  
to  
MIDDLETOWN

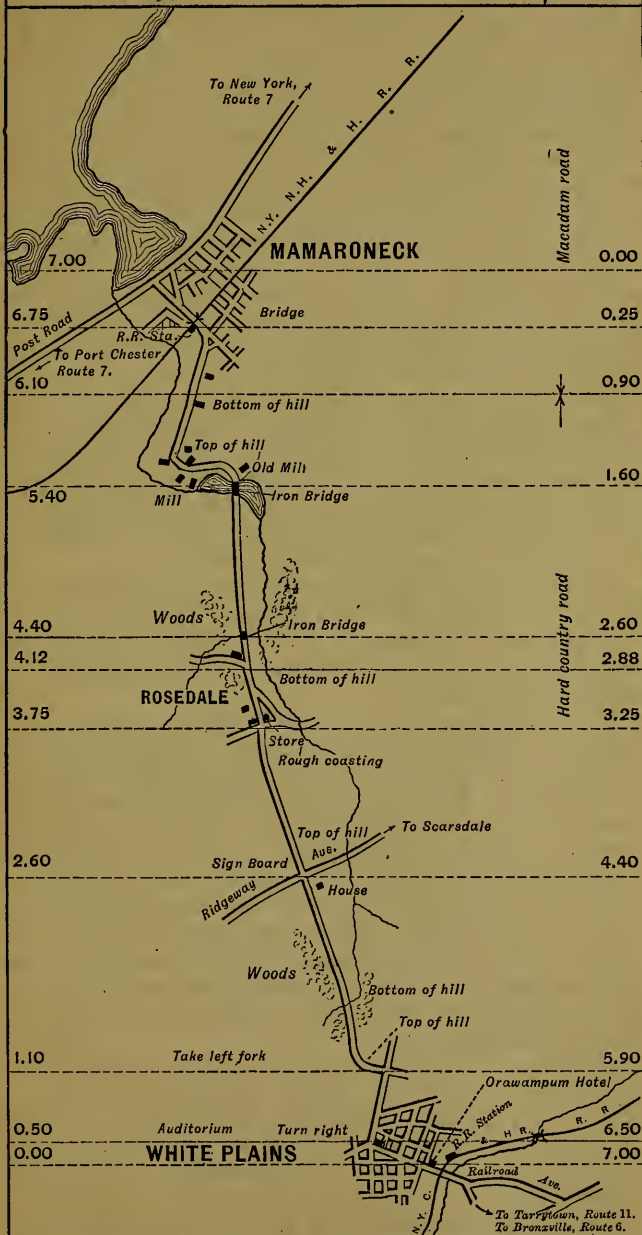
53



# Route from WHITE PLAINS to MAMARONECK

Communicated by H. Kouffman, No. B6,501,  
Brooklyn, N. Y.

54



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## CONSULS, HOTELS AND REPAIR SHOPS.

**Important Note.**—Every League member is requested to notify the Chief Consul of every violation of official contract by a League hotel proprietor which may come to his notice. Each of these proprietors has made a sealed contract with our State Division, in which he agrees to keep a clean and hospitable house and to supply good meals. He further agrees and represents that the rates mentioned in connection with his hotel in the following list are his regular rates to transient guests and that he will allow a discount or rebate (to League members *only*, and only to League members *on presentation of unexpired membership ticket*), amounting to a certain percentage named in contract. These percentages of discount are mentioned in the following alphabetical list. These hotels have been widely advertised by the L. A. W., and League members are *exclusively* entitled to the benefit of these discounts. Each hotel proprietor agrees to forfeit the sum of \$50 in case he allows similar discounts to wheelmen who are not members of the L. A. W., in or case he violates his contract in any other substantial particular. The Chief Consul would be pleased to receive the fullest particulars of any case where the proprietor fails to discriminate in favor of L. A. W. members or violates his contract in any other respect.

In the following alphabetical list the following abbreviations are used: C, Consul; H, Hotel; R, Repair Shop.

Appointment of Consuls, hotels and repair shops will be further extended wherever the League may be benefitted by further appointments.

The figures annexed to the title of each hotel refer to the prices upon which discount is computed. The first sum given is the regular charge per day, next the ordinary charge for breakfast, then the dinner charge, then the supper charge, then the ordinary price charged for lodging, and then the percentage of discount from these prices to which League members will be entitled on presenting their membership tickets. For example, if you read "The Pines, \$2.00, .50, .50, .50, .50, 20%" you will understand that the hotel called "The Pines" makes a customary charge of \$2.00 per day and a charge of 50 cents each for breakfast, dinner, supper and lodging, and that in settling your bill at that hotel you will be entitled to 20% discount from those prices.

AMAGANSETT.—(C) George E. Jones; (H) The Pines, \$2.00, .50, .50, .50, .50, 20%; (R) Thomas H. Bennett. AMENIA.—(C) J. Stuart Chaffee; (H) Amenia House, \$2.50, .50, 75, .50, 75, 10%. AMITYVILLE.—(C) Thomas Wardle; (H) Hotel New Point, \$2.50 to \$4.00, .75, .75, 1.00; \$1.00 to \$2.00, 15%; Wright's Hotel, \$2.00, .50, .50, .50, .50, 10%. ANNADALE.—(C) Sam'l S. Fontaine; (H) Oetgen's Hotel, \$1.50, .35, .50, .35, .50, 20%. ANNANDALE.—(H) Annandale Hotel, \$1.50, .40, .50, .40, .50, 10%. ASTORIA.—(C) Herbert D. Halsey; (R) Baab & Co. BABYLON.—

{C) James W. Eaton and Jas. B. Lowerre. BATH BEACH.—(H) The Pines, \$2.50, .50, .75, .50, .75, 20%; Avoca Villa, \$2.00 a la carte, 20%; (R) E. F. Fisher. BAY RIDGE.—(C) A. D. Constant. BAY SHORE.—(C) Henry W. Rowland; (R) Rowland Bros. and Willey & Oakley. BEDFORD PARK.—(C) Geo. M. Shufeldt. BELLMORE.—(H) Bellmore Hotel, \$2.00, .50, .50, .50, .50, 10%. BELLPORT.—(C) Harry V. Watkins; (H) Bell House, \$2.50, .75, .75, .75, .75, 10%; (R) Hawkins & Boynton. BENSONHURST.—(C) Frank L. Hubbard. BREWSTER.—(C) Chas. Dahn; (H) South East House, \$2.00, .50, .50, .50, .50, 20%. BRIDGEHAMPTON.—(C) Edwin J. Hildreth; (R) Halsey & M'Caslin. BRIGHTON BEACH.—(H) Van Buren's Hotel, \$3.00, .60, 1.00, .60, 2.00, 10%.

BROOKLYN Consuls.—Fred Allart, 80 Hanson Place; Alexander Balmanno, 184 14th Street; John Barnett, 157 Garfield Place; H. C. Berry, 708 Dekalb Avenue; G. A. Boettner, 368 13th Street; Mrs. Charlotte L. Bolton, 132 Prospect Place; James R. Brennen, 164 Montague Street; Robert M. Briggs, 548 Lexington Avenue; Joseph Caccavajo, 262 55th Street; E. A. Carleton, 261 Carroll Street; Mrs. J. H. Clarence, 476 1st Street; L. P. Coleman, 216 Carlton Avenue; John L. Cornish, M.D., 92d Street and Third Avenue; R. P. Crandall, Navy Yard; J. E. DeMund, 1740 Cropsey Avenue; A. Denison Woodford, 749 Macon Street; Dr. R. L. Dickinson, 145 Clinton Street; Robert W. Dye, 131 Prospect Place; Charles Ekstrand, 120 Stuyvesant Avenue; Horace S. Flagg, 828 Flatbush Avenue; William A. Force, Jr., 438 Franklin Avenue; A. M. Franklin, 146 Lafayette Avenue; H. B. Fullerton, 842 President Street; Edwin C. Gibson, 984 Butler Street; B. R. Gray, 100 Hicks Street; Charles W. Hadley, 101 Newell Street; Thomas M. Henderson, 22 Irving Place; James W. Hobbs, 46 Brooklyn Avenue; Jos. H. Hobby, 80 Hanson Place; T. Harry Holmes, 290 Vanderbilt Avenue; Mrs. Etta Morse Hudders, 308 Lewis Avenue; F. Adeo Hulst, 108 Taylor Street; George K. Jarvie, 159 Joralemon Street; Arthur N. Jarvis, 60 Irving Place; Richard W. Jones, 36 Van Siclen Avenue; Victor Juster, Crescent Street and Jamaica Avenue; C. E. King, 92 Pulaski Street; James F. Larby, care of Metropolitan Bicycling Co., Boulevard and 60th Street, New York; C. E. Losee, 350 Jefferson Avenue; William Lowey, 198 Winthrop Street; James T. McElhinney, 36 Seventh Avenue; William Murray, Surrogate's Office; Frank E. Natrass, 133 St. Marks Avenue; Jacob E. Nielsen, Jr., 80 Conselyea Street; DeFine Olivarius, 12 Coney Island Avenue; Louis People, 1175 Bedford Avenue; Andrew Peters, 437 Washington Avenue; Louis E. Phipps, 14 Macon Street; Eugene B. Reynolds, 1181 Grand Street; J. Addison Robb, 178 Dekalb Avenue; Jos. Rogers, Jr., 76 Buffalo Avenue; Jas. G. G. Ross, 50 Logan Street; Cornelius A. Ryerson, Bedford Avenue and Grant Square; Alex. Schwalbach, 135 Madison Street; Chas. Schwalbach, Flatbush Avenue near Prospect

Park; Frank W. Sheldon, Bedford Avenue and Grant Square; Mrs. R. L. Stillson, 34 E. 5th Street, Windsor Terrace; Norman S. Tongue, 143 Willoughby Street; H. M. Valentine, 26 Maiden Lane, New York City; D. B. Van Vleck, "Eagle" Office; Edward H. Walker, 19 S. Oxford Street; Miss Clara B. Walling, 635 Hancock Street; Maurice Weil, 381 Marcy Avenue; William T. Wintringham, 168 Hicks Street; Duane Wyckoff, 469 Greene Avenue; John C. Young, 1185 Bushwick Avenue.

BROOKLYN (Repair Shops).—Edward W. Holt, 71 Broadway; Dwight A. Foster, Bedford Rest, Eastern Parkway; Henry W. Somerset, Avenue P. and Boulevard; Edward G. Black, cor. Prospect and Washington Streets; William H. Boynton, 1084 Bedford Avenue; W. Barber & Co., Ocean Boulevard, opposite Park Entrance; Bushwick Cycle Co., 1199 Bushwick Avenue; Frank Joyce, 326 Myrtle Avenue; Albert Schock, 69 Montague Street; Holman & Lane, 1144 Bedford Avenue; Frank N. Bruner, 9th Street and Sixth Avenue; Geo. W. Sherman, Glenmore and Grant Avenues; Walter Henry, 1090 Flatbush Avenue; Morse & Eiseman, 1324 Third Avenue; Hilbert B. Ruggles, cor. Schermerhorn Street and Boerum Place; Suits & Burtis, 1144 Bedford Avenue; Chas. A. Carlson, 1039 Bedford Avenue; Frank Fischlein, Eighteenth Avenue and 86th Street, (Bath Beach); Elmwood Park Cycle Co., Ocean Parkway near Twenty-second Avenue; A. M. Franklin, 6 Third Avenue; James S. Longhurst, Jr., 72 Nevins Street; Michaux Cycle Co., Prospect Park West and 9th Street; DeFine Olivarius, Howe's Hotel, Coney Island Cycle Path; Geo. A. Webb, 2543 Atlantic Avenue.

CAMPBELL HALL.—(C) W. H. Rogers; (H) Campbell Hall, \$2.00, .50, .50, .50, .50, 25%. CENTRAL ISLIP.—(C) Capt. Wm. H. Phillips. CENTRE MORICHES.—(H) Hotel Griffing, \$2.00, .50, .50, .50, .50, 10%. CENTREPORT.—(C) Joseph F. Kentana. CHAPPAQUA.—(C) C. W. Page; (H) Lewis' Chappaqua Hotel \$2.00, .50, .50, .50, .50, 25%. CHESTER.—(C) John P. Bull; (H) American House, \$2.00, .50, .50, .50, .50, 20%. CLERMONT.—(C) F. P. Rivenburgh; (H) Columbia House, \$1.70, .40, .50, .40, .40, 20%. CLIFTON, S. I.—(R) E. Juillerat & Co. COLLEGE POINT.—(C) A. C. M. Reimer; (H) Grand View Hotel, \$2.00, .25, .75, .50, .50, 10%. CONEY ISLAND.—(C) Fred B. Henderson; (H) Hunt's Hotel, \$2.00, .30, .50, .30, 1.00, 15%; (R) James J. McCullough and DeFine Olivarius. CORNWALL.—(C) Gilbert T. Cocks; (H) Smith House, \$2.50, .50, .75, .50, .75, 20%. CORONA.—(C) G. J. Talleur. CROTON-ON-HUDSON.—(C) Harrison A. Cornell. CUTCHOGUE.—(C) Chas. F. Smith. DOBBS FERRY. (C) A. O. Kellogg; (R) Frank I. Lester. DOVER PLAINS.—(R) Frank L. Feeney. EAST HAMPTON.—(C) J. Finley Bell, M.D.; (H) Osborne House, \$2.00, .50, .50, .50, .50, 20%; (R) Ernest B. Muchmore. EAST MORICHES.—(R) Geo. H. Baker. EASTPORT.—(C) Wm. H. Pye; (H) Pine Mere Inn, \$2.00, .50, .50, .50, .50, 10%; (R) Louis S. Tuttle. EAST QUOGUE.—(C)

Benjamin A. Vail; (H) Carter's Hotel, \$2.00, .50, .50, .50, .50, 20%. EAST WILLISTON.—(C) Henry H. Tredwell. ELLENVILLE.—(C) C. D. Divine; (H) Terwilliger House, \$2.00, .38 to .50, .38 to .50, .38 to .50, 10%; (R) C. J. Burhaus. ELTINGVILLE.—(H) Arden Cottage Hotel, \$1.50, .35, .50, .35, .50, 20%. FAR ROCKAWAY.—(C) Frank Jennings; (H) Central Avenue Hotel, \$2.00, .25, .50, .25, 1.00, 20%; (R) Dalmar L. Starks and Theo. E. Pettit. FISHKILL-ON-HUDSON.—(C) Irving B. Cammack. FLORAL PARK.—(C) Geo. H. McCoun. FLORIDA.—(C) Herbert Roe; (H) Dill House, \$2.00, .50, .50, .50, .50, 10%. FLUSHING.—(C) R. D. Bailey; (H) Plaza Hotel, \$2.50, .50, .75, .50, .75, 25%; (R) Sam'l N. Petersen, 5 Jagger Avenue, and Chas. S. West, 99 Main Street. FORDHAM.—(C) J. J. Peugnet. FORDHAM HEIGHTS.—(C) Theo. M. Millspaugh. FREEPORT.—(C) Huyler Ellison; (H) Benson House, \$2.00, .50, .50, .50, .50, 10%; (R) David Miller and Elvin A. Dorlon. GARDINER.—(C) Philip S. Elting; (H) McKinstry House, \$1.60, .40, .40, .40, .40, 10%. GARRISON.—(C) J. W. Garrison; (H) The Highland House, \$2.50 to 3.00, .75, 1.00, .75, 1.00, 20%; (R) John P. Donohoe. GIFFORDS.—(H) Old Gifford House, \$1.50, .25, .50, .25, \$1.00, 20% and Carroll's Hotel, \$2.00, .40, .75, .40, .75, to \$1.00, 20%. GLEN COVE.—(C) R. Frank Bowne; (H) Lake View, \$2.00, .50, .50, .50, .50, 10%. GOSHEN.—(C) Frank C. Hock; (H) Occidental Hotel, \$2.00, .50, .50, .50, .50, 20%. GRANT CITY.—(H) Atlantic Inn, \$3.00, .50, 1.00, .75, 1.00, 10%. GRAVESEND.—(H) Elmwood, \$3.00, .75, .75, .75, .75, 10%. HAMDEN.—(H) Cottage Hotel, \$1.40, .35, .35, .35, .35, 25%. HASTINGS-ON-HUDSON.—(C) Irving L. Smith. HAUPPAUGE.—(C) Chas. M. Sanford. HAVERSTRAW.—(C) Dr. E. Marquez; (H) United States, \$2.00, .50, .50, .50, .50, 10%. HEMPSTEAD.—(C) C. F. Norton; (H) Roth's Hotel, \$2.00, .50, .50, .50, .50, 10%, and The Pines, \$2.50, .50, .75, .50, .75, 20%; (R) Skidmore & Rhodes, 21 Greenwich St. HEWLETTS.—(C) W. H. E. Jay. HIGH BRIDGE.—(H) Woodbine Hotel, \$3.00, .75, \$1.00, .75, \$1.00, .25%. HIGHLAND.—(C) J. W. Feeter; (H) Upright's Hotel, \$2.00, .50, .50, .50, .50, 20%. HIGHLAND FALLS.—(C) Robert Altshimer; (H) Fort Clinton Hotel, \$1.50, .25, .50, .25, .50, 10%. HUNTINGTON.—(C) Clifford W. Hendrickson; (H) Huntington House, \$2.00, .50, .50, .50, .50, 10%; (R) Herman F. Rogers, Chas. E. Robertson. HYDE PARK.—(C) John O. Varley; (H) Park Hotel, \$2.00, .50, .50, .50, .50, 10%; (R) Chas. S. Piersaull. IRELAND CORNERS.—(H) Ireland Corners Hotel, \$1.00, .25, .25, .25, .25, 10%. IRVINGTON.—(C) John F. Dinkel. ISLIP.—(C) Geo. P. Lehritter. JAMAICA.—(C) Newton F. Waters; (H) Broadway House, \$2.00, .50, .50, .50, .50, 20%; Bennett's Arcanum Hotel, \$2.00, .50, .50, .50, .50, 20%. Duntun Hotel, \$2.00, .40, .60, .40, .60, 15%. KINGSBRIDGE.—(C) James M. Ames; (H) Kingsbridge Hotel, \$2.00, .25, .75, .25, .75, 20%; Marble Hill Hotel, \$1.50, .35, .50, .35, .75, 10%; (R) Geo. Donnelly. KINGSTON.—(C) Wm. C. Crosby; (H) Eagle Hotel, \$2.50, .65, .65, .65, .65, 20%; Mansion House, \$2.50, .50, .50, .50,

\$1.00, 10%; (R) Chas. F. Winkler & Son. KREISCHERVILLE.—  
 (C) P. J. Weller; (H) Universal Hotel, \$2.00, .50, .50, .50, .50,  
 20%. LAKE MAHOPAC.—(H) Mahopac House, \$2.00, .50, .50, .50,  
 .50, 20%. LAWRENCE.—(C) D. E. Lennox; (H) Mittenberger's  
 Boarding House, \$2.00, .50, .50, .50, .50, 20%; (R) D. E.  
 Lennox. LONG ISLAND CITY.—(C) Geo. T. Walker; (R) Dubon  
 & Son, 487 Broadway. MAMARONECK.—(C) Geo. C. Hains; (H)  
 New York, \$1.25, .25, 35, .25, 50, 25%; (R) Ruben P. Stillman.  
 MANHATTANVILLE.—(C) John B. Koch. MARINERS HARBOR.—  
 (C) E. L. G. Van Name; (H) Holland Hook, \$2.00, .25, .50, .50,  
 .75, 10%. MARLBOROUGH.—(H) Hotel Pleasant View, \$2.00, .50,  
 .50, .50, .50, 15%. MASSAPEQUA.—(H) The Massapequa, \$3.00,  
 \$1.00, \$1.25, .50, .75, 20%. MATTEAWAN.—(C) Chas. F. Getler;  
 (H) The Commercial, \$2.00, .50, .50, .50, .50, 20%; Hotel  
 Albert, \$1.50, .50, .50, .50, .50, 25%; (R) Frank M. Edmond,  
 L. L. Inman, Bate & Getler. MATTITUCK.—(H) Mattituck House,  
 \$2.00, .50, .50, .50, .50, 10%. MELROSE.—(C) Chas. A. Weber.  
 MIDDLETOWN.—(C) G. M. Millspaugh; (H) Commercial House,  
 \$2.00, .50, .50, .50, .50, 20%; (R) John H. Clearwater. MILL-  
 BROOK.—(C) Wm. D. Smith; (R) Taber Sherow. MONT-  
 GOMERY.—(C) Dr. E. Ross Elliott; (H) National Hotel, \$2.00,  
 .50, .50, .50, .50, 10%. MONTICELLO.—(C) F. H. Cooper.  
 MORICHES.—(C) Chas. H. Hallock; (H) Wilson Cottage, \$1.50,  
 .35, .50, .35, .75, 20%; (R) R. E. Albin. MOUNT VERNON.—(C)  
 W. N. G. Clark, Max Parpart; (H) Mt. Vernon Hotel, \$2.00,  
 .50, .50, .50, .50, 25%; (R) Conrad Waechter, Geo. E. Taylor,  
 Geo. Harlett, 205 Stevens Ave, S. L. Gottlieb, 128 W. First  
 St. NANUET.—(C) L. H. Hutton. NEWBURGH.—(C) Clarence B.  
 Moss; (H) Newburgh Hotel, \$2.00, .50, .50, .50, .50, 15%; Euro-  
 pean Plan; The Palatine, \$3.00, .75, .75, .75, \$1.00, 15%; (R) Jas.  
 N. Firth. NEW DORP.—(C) A. Lee McKelvey; (H) Sea View  
 Hotel, \$1.50, .25, .50, .25, .50, 20%; (R) A. L. McKelvey. NEW  
 PALTZ.—(H) Tamney House, \$2.00, .50, .50, .50, .50, 10%. NEW  
 ROCHELLE.—(C) L. K. Fries; (R) Wm. Weisskopf, Wm. L.  
 Botelle. NEWTOWN.—(C) A. R. Marvin; (H) Winfield Hotel,  
 \$2.00, .50, .50, .50, .50, 20%.

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 Bicycle Manufacturing Co., 575 Madison Avenue; Mrs. E. C.  
 Allis, 66 W. 46th Street; Raymond Ball, care of American  
 Athlete, 21 Centre Street; Orrin D. Bartlett, 25 Barrow Street;  
 M. M. Belding, Jr., 455 Broadway; Mrs. Ida Trafford Bell,  
 203 W. 80th Street; E. L. Bentley, 445 W. 22d Street; Max  
 Bernhard, 319 E. 6th Street; A. P. Black, 523 Sixth Avenue;  
 William R. Bleeker, 79 Wall Street; B. W. B. Brown, 18 Wall  
 Street; Herbert S. Brown, University Club; Octavus Cohen,  
 45 Park Place; Chas. F. Cole, 428 Broome Street; Lloyd Collis,  
 12 Cortland Street; Harrie M. Crandall, 58 William Street;  
 A. Eugene Crow, 2 W. 53d Street; A. H. Curtis, Bank State  
 of New York, William Street and Exchange Place; Chas. L.  
 De Gaugue, 80 Broadway; William B. De Voe, 59 Bank Street;  
 John T. Donnelly, 2714 Creston Avenue; Paul P. J. Donovan,

308 W. 19th Street; Dr. W. K. Doty, 413 Lexington Avenue; C. M. Dutcher, 248 Sixth Avenue; T. T. Eckert, Jr., 8 Dey Street; Morris Epstein, 1441 First Avenue; Frank Elmendorf, 200 W. 134 Street; Charles R. Flint, 43 E. 36th Street; Frederick M. Frobisher, 346 Broadway; M. Gibb, 45 Rose Street; Alured E. F. Godard, 259 W. 21st Street; Henry Grese, 175 Seventh Avenue; Geo. A. Heaney, Colonial Club; E. Hellbach, 70 Murray Street; Rud. Hepp, 1719 Lexington Avenue; Geo. L. Hermes, 6 Clinton Place; Geo. E. Huether, 3594 Third Avenue; Dixie Hines, 320 Broadway; Arthur P. Stanley Hyde, 32 E. 84th Street; Dr. A. M. Jacobus, 126 W. 48th Street; Mrs. A. M. Jacobus, 126 W. 48th Street; William Travers Jerome, 66 William Street; Richard F. Junker, 845 Union Avenue; Fred. B. King, 209 E. 15th Street; J. A. King, 699 Broadway; Geo. D. Kraemer, 21 Barclay Street; Mme. Adelaide Lagasse, 108 Waverly Place; Ellen K. Lente, 270 W. 93d Street; Dr. L. C. Le Roy, 6 Lexington Avenue; Nathaniel Le Vene, N. Y. P. O. Carriers' Dept., G. P. O.; Al. Liebman, care of N. Y. Cash Sales Book Co., 534 Pearl Street; M. B. MacFarlane, St. Paul Building; W. J. McCormick, "Evening Post" Building; Mrs. E. S. Merry, 249 W. 74th Street; Arthur C. Mills, 5 Warren Street; Erastus D. Moore, 171 Columbus Avenue; Carroll L. R. Mosher, 26 Delancey Street; Dr. F. A. Myrick, 100 Lexington Avenue; Carleton W. Nason, 71 Beekman Street; J. J. O'Donohue, Jr., 262 W. 73d Street; Geo. William Oppenheim, "World" Building; R. Ottolengui, 104 W. 61st Street; Geo. C. Pennell, 70 Beekman Street; Charles G. Peters, 13 E. 76th Street; Richard Peters, Knickerbocker Club; Will R. Pitman, 520 Vanderbilt Building; Jesse E. Potter, 23 Warren Street; T. A. Raisbeck, 62 W. 66th Street; L. Rauschkolb, 146 W. 25th Street; Otto F. Reese, 109 W. 106th Street; Alfred Reeves, 154 Nassau Street; M. L. Rhein, M. D., 38 E. 61st Street; T. A. Ritson, 65 Broadway; Walter S. Rockey, Eighth Avenue and 35th Street; John E. Roosevelt, 44 Wall Street; Louis Rosenfeld, 887 St. Nicholas Avenue; Francis J. Ryan, 269 W. 10th Street; Geo. E. Scheffler, 330 St. Nicholas Avenue; Jefferson Seligman, Mills Building; Julian B. Shope, 11 Pine Street; Geo. E. Stackhouse, American Tract Society Building; Maurice Sternberger, 117 W. 74th Street; Adolph Stahl, 307 Broadway; Gabriel Teschner, 60 Murray Street; Philip S. Tilden, 332 Lexington Avenue; Bert L. Toplitz, 7 Beekman Street; James B. Townsend, 106 E. 30th Street; Fred. A. Trowbridge, 316 Broadway; William E. Trull, 229 Lexington Avenue; C. A. Underhill, 60th Street and Boulevard; J. W. Walters, 101 W. 72d Street; Oscar E. Walter, 469 Broome Street; Mrs. H. Newell Waslee, 30 Horatio Street; Jos. Weil, 2787 Third Avenue; Albert L. Weissman, 2 E. 80th Street; Philip Wendland, 215 Bowery; John Law Wenzel, 113 E. 127th Street; Henry E. Westbay, 55 W. 42d Street; M. T. Wilbur, 221 W. 136th Street; J. H. Wolford, Pier 25 (new)

North River; Thos. W. Wright, 331 W. 14th Street; Geo. B. Yard, 158 W. 81st Street; John B. Yates, 46 Maiden Lane.

(Hotels).—Bridgeview Hotel, N. W. corner 181st Street and Amsterdam Avenue, \$3.00, .35, .35, .35, 1.25 and upwards, 25%; Boulevard Hotel, S. E. corner Jerome Avenue and S. Boulevard, \$2.00, .50, .50, .50, .50, 25%; Kronmeyer's Hotel, St. Lawrence Avenue and West Farms, \$1.80, .25, .30, 25, 1.00, 10%; Vanderbilt Hotel, Lexington Avenue and 42d Street, meals a la carte, lodging, \$1.00, 10%; Union Hotel, 176th Street and Boston Avenue, \$1.80, .35, .50, .50, .50, 10%; Mount Hope Hotel, N. E. corner Jerome Avenue and 177th Street, \$4.00, .75, .75, 1.00, 1.50, 20%; Pelham Park Hotel, City Island (W. of City Island Bridge), \$1.80, .40, .50, .40, .50, 10%.

(Repair Shops).—Henry D. Housley, West End Avenue and 107th Street; August Rotholz, 116th Street and Fifth Avenue; Bill Nye Cycle Co., 632 W. Boulevard; The People's Cycle Exchange, 550 W. Boulevard; The Fifth Avenue Cycle Co., 3 E. 58th Street; Progressive Cycle Co., 21 Lexington Avenue; Charles T. Mauder, 109 2d Street; Frederic E. Wright, 803 Boulevard; Champion Cycle Co., 134th Street and Fifth Avenue; John F. Hessen, 263 W. 19th Street; Royal Cycle Exchange, 472 Willis Avenue; Moore Bros., 171 Columbus Avenue; Du Quesne Manufacturing Co., 226 Fulton Street; Berton L. Wright, 3225 Third Avenue; Nagel & Judge, 728 Eighth Avenue; Graphic Cycle Co., 1666 Broadway; Walter K. Northall, corner Kingsbridge and Highbridge Roads; Burkart & Widmayer, 482 W. Boulevard; Alex. L. Brudi, 171 E. 86th Street; Hugo Klemann, 673 E. 156th Street; Charles K. Starr, 132 E. 23d Street; George L. Hermes, 84 Greenwich Avenue.

NORTHFIELD.—(H) Bay Side, \$2.50, .50, .50, .50, 1.00, 10%. NORTH HEMPSTEAD.—(H) East Williston Hotel, \$2.00, .50, .50, .50, .50, 10%; Hookers Hotel, \$1.50, .40, .40, .35, .40, 15%. NORTHPORT.—(C) F. D. Jackson; (H) Commercial Hotel, \$2.00, .50, .50, .50, .50, 10%. NYACK.—(C) G. W. Hoffer, P. Chamberlain, C. T. Broadhead; (H) Palmer House, \$2.50, .75, .75, .75, .75, 20%; (R) W. H. Baldwin. OAKWOOD.—(H) Oakwood Park Hotel, \$1.75, .35, .50, .40, .50, 10%. OYSTER BAY.—(C) Dr. G. W. Faller; (H) Octagon Hotel, \$2.00, .50, .50, .50, .50 to 1.00, 10%; (R) Leonard M. Hicks. PARKVILLE.—(H) Hoenlein Hotel, \$3.00, .50, .75, .75, 1.00, 25%. PATCHOGUE.—(C) L. B. Green; (R) J. Roe & Sons, S. G. Van Dusen. PAWLING.—(C) Geo. S. Holmes. PEEKSKILL.—(C) Robt. Valentine; (R) Homer Anderson, F. E. Ward. PIERMONT.—(C) Geo. E. DeGroat. PINE PLAINS.—(H) Stissing House, \$2.00, .50, .50, .50, .50, 25%. PLEASANT PLAINS.—(H) Stephens House, \$1.50, .45, .50, .45, .50, 20%. PORT CHESTER.—(C) Edw. Kapp; (H) Irving Hotel, \$2 00, .50, .50, .50, .50, 15%. PORT JEFFERSON.—(C) J. H. Davis; (H) Townsend House, \$2.00, .50, .50, .50, .50, 10%; (R) Davis & Pierrepont. PORT JERVIS.—(C) Theo. Shay; (H) Union House, \$2.00, .50, .50, .50, .50, 10%; (R) F. C. Bond, C. Van Norris. PORT RICHMOND.—(H) St.

James Hotel, \$2.00, .35, .50, .40, .75, 10%. PORT WASHINGTON.—(H) Central Hotel, \$2.00, .50, .50, .50, .50, 10%. POUGHKEEPSIE.—(C) Sam'l J. Latham, 359 Main Street; (H) Morgan House, \$2.50, .50, .75, .50, .75, 20%; Nelson House, \$3.00, .75, .75, .75, 1.00, 10%; (R) John Van Benschoten, Herman von der Linden. PRINCES BAY.—(C) J. T. Shay. QUEENS.—(H) Queens Park Hotel, \$2.00, .25, .50, .35, 1.00, 20%. QUOGUE.—(R) Wm. H. Jessup, A. R. Aldrich. RAMAPO.—(C) H. Hammill, Jr.; (H) Terrace Hall, \$2.00, .50, .50, .50, .50, 10%. RHINEBECK.—(C) E. V. Marquardt; (R) J. Vonder Linder, F. W. Styles. RICHMOND HILL.—(C) Wm. F. Bornson; (H) Forest House, \$1.50, .25, .50, .25, .50, 10%. RIVERHEAD.—(C) J. H. Perkins, Jr.; (H) Long Island House, \$2.00, .50, .50, .50, .50, 10%. ROCKAWAY BEACH.—(C) Wm. H. Ward; (H) Cottage Place, \$2.00, .60, .60, .60, 1.00, 10%; (R) M. Gustafson. ROCKVILLE CENTRE.—(C) Jos. J. Koen; (H) The Iroquois, \$2.00, .50, .50, .50, .50, 20%; (R) Alfred Roberts. RONDOUT.—(C) Theo. H. Boice. ROSSVILLE.—(H) Rossville House, \$1.50, .25, .50, .25, .50, 20%. RYE.—(C) J. Henry Halstead; (H) Beck's Summer Resort, \$1.00 to 1.50 a la carte, \$1.00 to 1.50, 25%. SAG HARBOR.—(C) Geo. C. Reney; (H) American Hotel, \$2.00, .50, .50, .50, .50, 10%. SAUGERTIES.—(C) H. T. Keeney; (H) Phoenix Hotel, \$2.00, .50, .50, .50, .50, 20%; (R) H. T. Keeney. SAYVILLE.—(C) A. O. Albin; (H) Foster House, \$2.00, .50, .75, .50, .50, 10%; (R) Stenger & Rohm. SEA CLIFF.—(C) Wm. C. Smith; (H) Flavells Hotel Sea View, \$2.00 up, .50, .50, .50, .75, 20%. SEAFORD.—(C) Chas. H. Lush; (R) Chas. H. Lush. SEASIDE.—(H) Gerard Hotel, \$3.00, .40, .60, .40, 2.00, 10%. SHELTER ISLAND.—(C) Walter R. Havens. SHERMAN PARK.—(R) William Van Tine. SING SING.—(C) J. H. Carpenter. SLOATSBURG.—(C) Miss Edna Allen. SMITHTOWN.—(C) Wm. N. Spurge. SOMERS.—(C) Jos. Brown. SOUTHAMPTON.—(C) L. D. Green; (H) Orion Hotel, \$2.00, .50, .75, .50, .75, 10%; (R) Harry Lillywhite & Son. SOUTHDOWN.—(R) M. B. Vandusen. SPEONK.—(C) Louis S. Tuttle. SPRINGFIELD.—(H) Point Pleasant, \$2.00, .50, .50, .50, .50, 10%. STAATSBURG.—(C) E. H. Lasher; (H) Maplewood Hotel, \$1.50, .40, .40, .40, .40, 25%; (R) John G. Bodenstein & Co. STAPLETON.—(C) Chas. Hoyer. STONY POINT.—(C) Wm. B. Cavel; (R) Daniel Keesler & Son. STORMVILLE.—(H) Stormville Hotel, \$2.00, .50, .50, .50, .50, 10%. SUFFERN.—(C) W. S. Slavin; (H) Mountain House, \$2.00, .50, .50, .50, .50, 10%. TARRYTOWN.—(C) W. Wright, August Bing; (H) Mott House, \$2.50, .50, .75, .50, 1.00, 20%; (R) Nicolas Koenig. TIVOLI.—(C) P. R. Peelor; (H) Madalin Hotel, \$2.00, .50, .50, .50, .50, 10%. TOMKINS COVE.—(C) Mrs. Millie L. Draudt. TOTTENVILLE.—(C) M. C. Ayers; (H) Excelsior Hotel, \$2.00, .50, .50, .50, .50, 10%. TUCKAHOE.—(C) Frank C. Garmany. TUXEDO PARK.—(C) Miss Amelia Van Schaick. VAN PELT MANOR.—(C) Andrew B. Cropsey. WADING RIVER.—(C) A. M. Howell. WAINSCOTT.—(C) Jacob O. Hopping. WALDEN.—(H) St. Nicholas, \$2.00, .50, .50, .50, .50, 10%.

WAPPINGERS FALLS.—(C) C. Russell Andrews; (H) Rush's Hotel, \$1.50, .40, .40, .40, .40, 10%; (R) Wm. Britner. WARWICK.—(C) Jas. A. Ogden. WEST AMITYVILLE.—(H) South Bay Beach Hotel, \$1.25, .35, .35, .35, .35, 10. WESTCHESTER.—(C) Jos. Connolly; (H) Westchester Hotel, \$2.00, .50, .75, .50, \$1.00, 20%; (R) John F. Thompson, Main St., near Westchester Bridge; (R) Lenoire Cycle Co. WESTFIELD.—(H) Huguenot Park Hotel, \$1.00, .30, .50, .25, .25, 10%; Oriental Park Cottage, \$1.25, .35, .50, .35, .50, 10%; WESTHAMPTON BEACH.—(R) Graphic Cycle Co. WEST POINT.—(C) B. F. McMANUS; (H) West Point Hotel, \$3.50, \$1.00, \$1.50, \$1.00, \$1.50, 10%. WHITE PLAINS.—(C) Chas. L. Onderdonk, Dr. Wm. E. Dold; (H) Carlyon, Arms, \$2.00, .50, .50, .50, .50, 10%; (R) Edmond P. Horton. WHITESTONE.—(H) International Hotel, \$2.00, .40, .50, .35, .75, 25%. WILBUR.—(C) Rev. Dan'l P. Ward. WOODBURY FALLS.—(C) Chas. F. Seaman. WOODHAVEN.—(C) Leslie M. Ogden. YAPHANK.—(C) W. J. Weeks. YONKERS.—(C) H. W. Pagan.

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## HANG IT ON THE WALL.

or in the front window of your office, store, shop, hotel or place of business. Ask your neighbors, the druggist, the barber, the postmaster, the cycle dealer and all managers of business houses (where cyclists congregate, or call from time to time) to display these neat little hangers and see that they are supplied. With each hanger we send a quantity of membership blanks in an envelope.

**This is a small Hanger**  
(only 6½ x 7½ inches),

and may be hung in any office without detracting from its appearance. We are going to make a determined fight for Good Roads, and we want 50,000 members in the

New York Division. Will you, as a loyal member, help us? Many cyclists call at headquarters, and others write us letters making inquiry "How can I join the L. A. W.? They have never been asked to join. Please send for a number of these hangers at once to

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Vanderbilt Building, New York, N. Y.

## TOURING.

By A. B. BARKMAN.

There is little doubt that by far the largest number of active cyclers find their pleasure in touring. The pottering cycler, who never ventures far from home, has no idea of the enjoyments to be found in country rambles on the wheel. The touring field is practically open to any rider who has time to devote to it, and the number of cyclers who thus spend their summer holiday is yearly increasing. These holiday tourists, guided by past experience, or by the advice of their more practical fellows, plan their trips with an eye to personal comfort, and after a few days of enjoyable riding, return home invigorated and instructed.

The first step a prospective tourist should take, after he has acquired a sufficient knowledge of his wheel and confidence in himself, is to join the League of American Wheelmen, an association formed to promote the interests of cyclers in general and tourists in particular. The initiation fee is one dollar, and the annual dues a like amount (payable in advance) and the writer, having filled up the necessary application blank, will have to wait a longer or shorter time for his ticket, usually about three weeks.

**Selecting Route.**—This matter having been duly arranged, the next thing is to plan the tour and select the route, which can best be done with the aid of the various road books and maps issued by the State Divisions or recommended by the Touring Department.

**Each Day's Journey.**—It then becomes necessary to decide as to the average day's journey, and on this point it is necessary to utter a very emphatic warning against the error into which so many tourists fall, of fixing a ridiculously high standard which they find it practically impossible to carry out. A large number of beginners fancy they can ride with ease from sixty to one hundred miles daily for a week or so at a stretch, and on this basis plan their tours, with the result that they either break down utterly and are compelled to take the train home, or else they spend a miserable "holiday," riding hard against time during the whole trip, thus converting what should have been a pleasant outing into a period of incessant hard labor and discomfort.

The experienced tourist, on the other hand, rather shortens the day's journey, being satisfied with from forty to fifty miles, and generally allows a spare day in the middle of the week, in case of delay by rain or other causes, or a desire to take in some pleasant side trip or object of interest, thus letting himself off as easily as possible with a view to the more complete enjoyment of the tour as a whole.

For a beginner even shorter distances are advisable at first; for a man who can ride his sixty or seventy miles right off, will find forty miles a day for a week quite a different matter, and considerable of a task until he has learned by experience how to economize and save his physical powers.

**Companions.**—Except in the cases of some peculiarly constituted individuals, a solitary trip is a very slow performance, and the presence of at least one companion brightens things up materially; yet, the rider had better go alone than journey with a disagreeable companion, or one very much slower than himself. Two fairly equal riders greatly assist each other in

maintaining a good rate of progression, as when one lags the other brings him along, and when this man tires the other has perhaps recovered his pace. Large parties are scarcely so satisfactory, especially if club rules are rigidly enforced, as this course means that the whole party shall proceed at the pace of the slowest rider, which soon becomes very irksome to the faster men of the party, causing grumbling and discontent. Under such circumstances, loose riding should always be permitted, and, if possible, the slower men should be started somewhat earlier than their more speedy companions. Again, in large parties, in order to be sure of good accommodations, it is necessary that arrangements be made ahead for meals and lodging. This entails a considerable amount of care and labor upon the promotor or manager of the tour, and renders each day's journey inflexible, which oftentimes results in considerable discomfort to the entire party, as circumstances frequently arise which make delays advisable or render progress inconvenient. My personal experience has been that two are a good number, four are better, and six the maximum for comfort and enjoyment.

**Preliminary Training.**—The intending tourist should not start out without some sort of training and preparation for the work before him, as this course often produces most unfortunate results. The mere task of sitting in the saddle for several hours daily, is painful to one who has not taken the precaution of undergoing previous practice and seasoning, and for this reason, if for no other, it is advisable that for some time before the day of departure a regular course of riding should be followed, at least three times weekly, and this riding should occupy an hour or more, and should include a little practice at hill work as well as some sharp dashes along the level. Nothing like high training is required, but something more than the easy dawdling which so many riders are fond of indulging in is necessary. It is a good plan to fix upon a stated route, say twelve or fifteen miles, and to ride over it three or four times a week, the trip being carefully timed, and the rider trying to do better on each occasion. This will seem to many somewhat of a task, but it will vastly develop the muscles, improve the wind, and increase the rider's powers for average work. If this course be carefully followed out for a fortnight or three weeks before the tour, it will not only increase the rider's capabilities, but as a natural result add decidedly to his personal comfort. It is scarcely necessary to remark that when touring the highest possible pace should not be attempted, but a fair, steady and regular pace adhered to throughout; and this steady and regular pace will be easier to maintain if the rider has learned the knack of going a great deal faster. This is the theory of training, and it applies to the tourist as well as to the racing man.

**Luggage.**—The rider having developed his powers by careful practice, it will next be for him to consider what are the necessities to be carried for his comfort, or sent to various places where he may stop en route, and here again great latitude must be allowed, as tastes differ most notably, one rider regarding a tooth-brush and a piece of soap ample equipment for a week's journey, while another will be loaded down with packages and needless impediments, which contain necessities from his standpoint. The rider of a bicycle will learn with experience how to carry sufficient for comfort, which is a happy medium consisting of not too much, nor yet too little, but just enough for all reasonable requirements; and such an equipment can readily be carried on a bicycle, and renders the tourist independent of the troubles and annoyances



Shown under suit.



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always incident to the sending of clothing by express, owing to frequent mistakes, delays or miscarriage, most vexatious drawbacks which every tourist has experienced.

Some cyclists fly light in the matter of luggage, trusting to chance for such changes as may be necessary, while they have always the option of going to bed if unable to obtain dry garments in which to sit up. But the prudent rider, or one who has once suffered from the inconvenience and discomfort of being without, will take care to provide himself with at least one complete change of undergarments; one of the best and most convenient forms of which will be found in the full jersey suits, of not too thin texture, sold by all dealers in cycling and athletic goods.

A jersey suit will roll up into a very small compass, and when put on it completely clothes the body from neck to feet in dry woollen attire, which may be worn alone if necessary, and is, by all odds, when so worn, the most comfortable and serviceable riding suit—and over which damp outer garments may be put on again without danger from cold, if not without some little discomfort. It can also be used to sleep in at night, instead of using an ordinary night-shirt, always a bulky matter when space is limited, and the fact that woollen under-clothing is a protection, in case of damp sheets, is another argument recommending its adoption by the tourist. The kit is thus reduced by making one garment serve the place of two or more and at the same time the weight to be carried is lessened, an important factor to be considered in studying the convenience of the rider, for even the strongest and most sturdy of cyclers will do well not to overweight himself in this direction.

From my experience, the following is ample for a tour of two weeks, or even longer, and can be readily carried on a bicycle: 'The rider, when in the saddle, should wear a thin or medium weight merino undershirt, without sleeves; a pair of thin cotton socks, which not only keep the feet clean, but also prevent chafing and soreness; a complete jersey suit, consisting of a high-neck, long-sleeve jersey, and a pair of full tights; low shoes with stout soles, and a cap or other suitable head-gear, at the option of the wearer. For riding, the jersey suit has many advantages and no equal for comfort, being easy, giving full and unrestricted freedom to all the limbs and muscles, warm in cool weather, cool in hot weather, and drying very quickly if the wearer chances to be caught in the rain. I have seen fellow tourists on a warm summer day plunge into a cooling stream, jersey suit and all, and dry quickly after resuming the saddle. This practice is not to be recommended, for, while it may be extremely convenient and refreshing for the time being, it is conducive to colds and rheumatism. Stout soles to a tourist's shoes are essential to comfort when an occasional bit of walking is necessary, thin soles not only hurting the feet, but occasionally producing such soreness as will temporarily lame the wearer.

In addition to what the tourist has on when clothed as above, he should also carry the following outfit: Uniform of cycling coat and knee breeches, extra jersey suit, two pairs of socks, one undershirt, from three to six handkerchiefs, one neck handkerchief or scarf, comb, tooth-brush, razor, etc., if necessary, a small sponge, and a small chamois or soft leather bag with a stout drawing string, made like a tobacco pouch.

If preferred, the extra jersey suit may be omitted, and a flannel riding shirt and pair of long woollen stockings substituted, in which case attention is called to the new self-supporting stockings now generally sold by dealers, and which are

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most comfortable, answering the purpose of drawers as well, and doing away with any garter encumbrances.

Having purchased two pieces of rubber cloth, of the quality known as dull finish rubber sheeting, each about one yard square, proceed to roll the things up tightly in two packages, each about twenty inches long and as small in circumference as it is possible to get them, placing the coat and breeches in one and the extra jersey suit and underclothing in the other, the other articles being conveniently divided between the two. Roll as tightly as possible—they cannot be too tight or snug—and wrap up securely, each in a piece of the rubber cloth, commencing at one corner, that the ends may be more firmly tucked in and made water-tight, and two sausage-shaped parcels is the result, which should be fastened with stout rubber bands or straps to prevent unrolling. The tourist, thus equipped, if overtaken by rain, may regard a wetting as a matter of no serious consequence, he being clad in woollen garments and his luggage protected by its rubber covering. But to proceed. One of these packages—and it should be that which contains the coat and pants—is attached in front of the handle-bar by means of a good luggage carrier, care being taken that the action of the brake is not interfered with. Arriving at the noonday resting place, if it is necessary or desirable to appear in full regalia, the coat and breeches are easily got at and slipped on over the jersey riding suit, the neck handkerchief—which should be in the same package—being neatly adjusted, the tourist is presentable to appear in any dining room. The other package, which should contain such things as will not be required until the day's journey is finished, is likewise attached to the handle-bar of the machine, just below the first package, by means of the luggage carrier.

The chamois bag before mentioned is to contain smoking materials, odds and ends, not forgetting a needle and thread, frequently most useful; and such an amount of ready change as the tourist requires for incidentals during the day, the bulk of his finances being securely fastened in the pocket of his coat and wrapped with it in the bundle. This bag is safely fastened at the end of one of the handles of the machine, preferably the left, as most riders dismount and stand on that side; it is handily gotten at and it is most useful in many ways. To the other handle many fasten a handkerchief, but if a loop of twine be fixed to the sponge, just large enough to easily pass over the handle, and the sponge be kept clean and moist by frequent washings at the springs and wells en route, this will be found most refreshing and more satisfactory on a hot day, besides being a great economy in handkerchiefs.

There is considerable knack, if not skill, in doing up the parcels nicely, which can only be acquired by experience or by being taught by the experienced. An old hand will put a great deal into a very small compass, but the novice will generally make a great deal, in the way of a package, out of a very little, and the reason usually is that the articles are not *folded* properly before rolling.

All the luggage may be conveniently carried on the handle-bar, and it is recommended that the luggage be divided in two parcels for convenience en route.

For those who, when touring, will insist upon carrying an immense amount of luggage, there is no excuse, as luggage can be sent to the various points through the usual channels if one will insist in having an elaborate wardrobe. A rider is not supposed, even by the most punctilious host, to carry a wardrobe of this description, and if a host really does expect this the guest had better go himself by train, or forward his portmanteau on before him. On the other hand, it is not necessary for

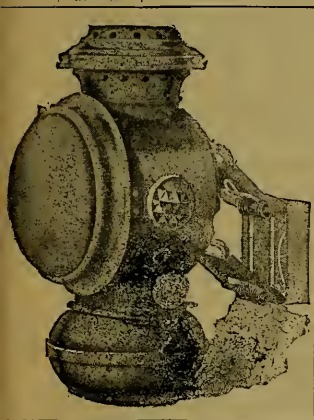
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the cycling tourist to be always in *dishabille*; a very small amount of care and forethought will enable him to appear carefully and appropriately dressed, if nothing more.

**Examine Machine Before Starting.**—The tourist, before he gets away from home, will do well to look over his machine, which should be done a sufficient time before the day of departure to allow for the repair of any break or damage which may be discovered. Every part should be carefully and thoroughly overhauled, the head adjusted, each nut and spoke critically examined, the brake particularly being looked to, and strict search made for any flaw or crack or unexpected wear, as the slightest weakness in this important point may endanger the life or limb of the rider. The bearings should be carefully adjusted if any looseness is apparent, but they should never be screwed up so that there is no side shake at all, as the balls are thus liable to be broken. If the bearings are dirty or gritty they should be dosed with kerosene, which should be put in with an ordinary oil can and the wheels rotated rapidly, when the coagulated oil will be liquefied and the grit be brought out with it. After the exudations from the bearings have been wiped off, they should be carefully oiled up anew with good oil and all the kerosene worked out. The tool bag should be looked over, and contain an adjustable wrench, an oil can carefully filled with good oil, a piece of adhesive tire tape, a yard or two of stout string, and some cloth in which to wrap tools to prevent their rattling. Last, but not least, the tires should be examined all around, and should any portion, no matter how small, be loose, it should be at once attended to and made sound to undergo with safety the work before it. That you will take with you a compact and convenient repair kit is, of course, understood.

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## PRACTICAL POINTS.

**The Fit of a Wheel.**—One of the principal things in the choice of a bicycle is a proper fit. There is at present a disposition upon the part of cyclers generally to ride a machine with the highest frame that they can possibly reach. This is as much of an error as riding a machine with a very low frame or a cramped reach. While men generally are prone to go to one extreme women up to the present appear to have gone to the other, and in a majority of cases have been riding wheels with too short a reach.

How awkward a woman appears when riding a wheel that is too low for her. Her knees pump up and down in front of her and make her look as if she were trying to walk up the side of a wall. Besides that, it is harder to propel a wheel that is so low as not to give proper action to the legs, and wears the rider out much sooner.

A good test for the height is this: Have the wheel high enough so that when the rider sits in the saddle he can just reach with his heel the pedal when in the lowest position it can reach in making a revolution. That distance, with the toe instead of the heel on the pedal, gives the proper reach and swing to the leg and enables the muscles to be used to best advantage.

The average man can stretch with comfort and safety the 23 and 24-inch frame, and very few riders should go higher than the 25-inch, the adjusting of the saddle will give any extra stretch beyond what the 25-inch frame gives that may be necessary.—*American Cycling*.

**How to Clean a Chain.**—Procure a can about an inch wider than the diameter of the chain when coiled up. Get a piece of

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galvanized wire cloth, with three-eighths to one-half inch mesh, and have it cut into circular form about one inch wider than the diameter of the can. Make a number of cuts half an inch deep around the edge and bend the wire down, making a continuous shoulder, and set it in the can, thus making a raised false bottom. Coil up the chain on it and pour in benzine till it is covered to the depth of half an inch. In a couple of minutes, agitate the chain by pushing it from side to side of the can. Then let it stand quietly for several minutes till the loosened grit and grease have been led to the bottom, when you can lift your chain perfectly clean out of the clear benzine above the wire. Pinch the edge of the can to form a spout, so you may, if economically minded, pour off the clear benzine to be used again.—*Selected.*

**Inflating the Tire.**—Generally speaking, a small tire requires more pressure than a large one, if it is to carry the same weight; and a given tire requires more pressure in proportion as the rider is heavy.

A tire should always contain enough air to keep its rim from the ground. If, in riding, you feel the slightest jar as your wheel runs over ordinary obstacles, it is because there is not sufficient air pressure.

There is no danger of bursting a tire, as many riders seem to fear, when the small hand pump is used, and even with the best foot pump, only the very weakest tires could be burst, while any good road tire will hold more than double the pressure which you could get into it with a foot pump.

Don't let the air out of a tire when not in use, "to save it." It is much better off, when standing, to be well inflated.

In considering the comfort of both the rider and the care of the tire, it is important that enough pressure be maintained to prevent the outer and inner parts of the air tube from coming in contact. As this depends upon the diameter of tire and weight of rider, each one must settle it for himself; no rule embodying pounds per square inch would be of general use.

An extensive observation has found a great many tires which were very much too soft, while we have rarely seen one that was too hard.

When the rider is sitting still upon the saddle and the wheels are resting on a smooth surface, the floor should be touched by the tire for a distance of about four inches; this will bring the edge of the rim within seven-eighths of an inch of the ground, allowing for the thickness of tire. This will leave nearly three-fourths of an inch for the extra compression caused by striking stones or other narrow obstacles.—*L. A. W. Bulletin.*

**Care of Nickel Plating.**—The bright nickel surface on the handle bars, cranks, hubs, etc., of your bicycle, is put on by an electric process, and being evenly "deposited," can only be smooth when the surface of the foundation metal has been made smooth to receive it. All polishing materials and processes involve the use of a very fine gritty or cutting substance which, when rubbed in contact with a metal surface, brightens it by an infinite number of fine scratches, so fine indeed as to be invisible to the naked eye. Even the lustrous surface of the most beautiful watch case is polished in this way. Now the nickered parts of a bicycle, when subjected to the polishing process, are likely to be rubbed somewhat unevenly; that is, the most accessible and most exposed parts oftentimes receive rather more than a due share of the polisher's attention, and if by the slightest mischance a minute scratch penetrates through the nickel so as to touch the steel beneath, rust is

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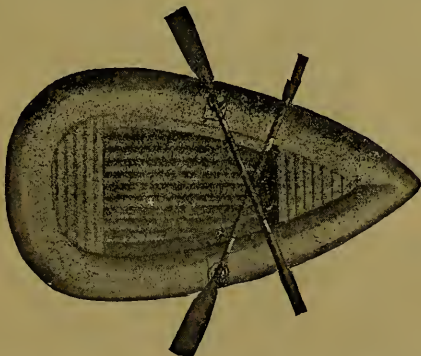
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likely to form as soon as the nickel surface is exposed to dampness. You may have noticed at times that when your handle bar has been rained on and not wiped, in a few hours small spots of rust appear, although the surface of the nickel seems intact and the rust was easily wiped off. The formation of this rust may be prevented by rubbing vaseline thoroughly over all the plated work and immediately wiping off the surplus. By this process the vaseline is made to fill up all the little imperceptible scratches and prevent water and dampness from doing harm. If this precaution is attended to it will not be necessary to use scouring or brightening compounds, which are only required in cases where the nickel has been exposed to the air for a considerable time without the thin film of protecting vaseline. If you do not intend to use your wheel for some time, even in summer, put on "vaseline," "cosmic," "carboline" or "petroleum jelly" (the same thing under different names) and your machine will need only an occasional wiping with a cloth to keep it free from rust.—*L. A. W. Bulletin.*

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## RIDING.

**Begin Slowly.**—Any unaccustomed motion will soon tire the muscles. With care and patience you will be surprised to see how fast your power will grow. Hills which at first seem insurmountable will soon be climbed easily.

In learning, select a stretch of level road, and confine your riding to it until you feel perfect confidence in your management of the machine. Get well used to the steering and brake before trying a hill.

**Hills.**—Let your first hill be a gentle incline, and practice climbing and coasting it until you can do so with perfect ease. But do not coast in any case until you have acquired full control of the bicycle.

It is important that all riders who dispense with the brake should learn to use the sole of the shoe on front wheel tire in place of it, as that is one way to avoid a bad accident. It is perfectly easy and effective to brake in this way; also learn to control the wheel by back-pedaling, both on hills and for quick stops.

**Pedaling.**—A steady uniform pressure should be the rule. It is a great though common mistake, to strike the pedal a sudden blow as soon as it passes the top of the stroke. It should receive strong, steady pressure from top to bottom of the stroke. Practice ankle motion. Do not work with the ankles stiff. The feet should follow the pedals throughout the stroke. This will add much to the power.

The saddle should be adjusted so that you can comfortably touch the pedal at its farthest point with your *heel*.

Always stop short of fatigue. There is no easier way for a new rider to get discouraged than by riding to excess. Keep within your strength. Remember it is as far back as it is out.

**Sit Up Straight.**—It is easy to bend over when racing, with handles adjusted to allow an upright position.

Remember the greatest enjoyment and benefit are had by moderate speed. You are not obliged to go fast simply because you can.—*Overman Wheel Co. Handbook.*

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## OILING AND ADJUSTING.

**Oiling.**—All bearings should be properly oiled, little and often is the best rule. Machine bearings are sometimes ground to death for want of proper oiling. Spring oilers are

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frequently provided at the ends of both axles, and, also, of the pedals. In using, press back the ball which closes the oil hole with the nozzle of the oil can, and inject a small quantity only, of the oil.

**Points to Oil:**—1. Front and rear wheels, at each end of axle. 2. Crank axle bearings. 3. Pedals, through one of the arms at each end of pedal. 4. Steering head bearings. 5. Brake lever joints. 6. Brake spoon joints. 7. Chain.  
**Use no Oil.** Use a good Chain Lubricant. For best results clean and lubricate the chain as often as once in every 100 miles. Chain should be hot before it is put into the melted lubricant.

To clean pedal bearings, the pedal may be taken off its axle bodily, and the balls will not drop out.—*Id.*

**Adjusting.**—All nuts should be kept tight. When you hear a rattle you may be sure something is loose that should be tight. Follow it up till you find it. Bicycles, if properly built, have means of adjustment at every joint, and there is no excuse for rattle.

If you are a novice, do not tinker your machine. Take it to some one who knows how to adjust it. Use wrench carefully. See that the jaws are closed to fit the bolt head, or nut, and use the wrench so as to bring the strain upon it edgewise.

**Carry your Tool Bag with you.**—Don't think you'll never need tools because you seldom need them.

**Bearings.**—Let the wheel be ever so fine, if the bearings are imperfect no good results will follow. Again, wheel and bearings may be perfect, but, if out of adjustment, their perfection is of no avail. A bearing, if properly adjusted, will be both tight and loose; tight enough to prevent any side play of the wheel, and loose enough to run with perfect freedom.—*Id.*

**Remarks.**—Wood rims are not meant to crush stones with, nor to ride curbstones. Bicycles, like everything else, need to be used reasonably.

You cannot expect good service without proper attention. Do not lend your machine. A novice may injure a machine more in an hour than an expert would in a month.

Blame yourself part of the time. The machine usually means well if you will give it a chance.

How to true a wheel—don't.

How to repair a bicycle—send to the makers and get a duplicate part and, if it does not fit without being touched with a file, send it back for one that will fit.

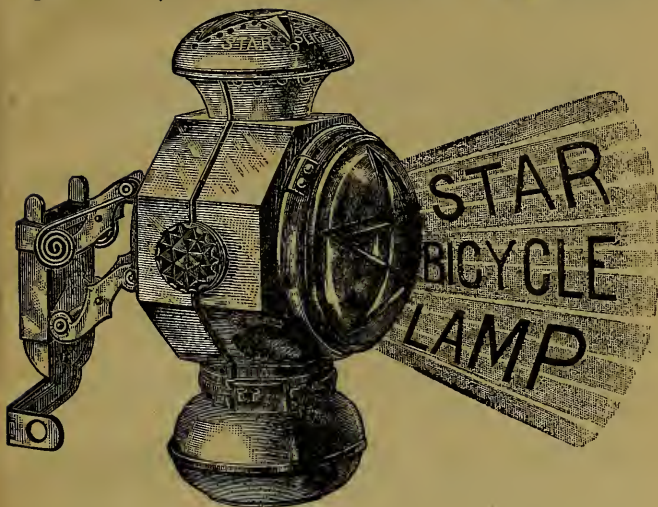
Should your pump become dry and work hard, soften piston with oil or vaseline. Also keep the piston rod lubricated. Watch your brake spoon. It will cut the tire if worn down to a sharp edge.

When bolts or nuts turn hard, a little oil applied to threads will help. This is also true of all shoulders and bearing parts of screws.

If you expect to ride hands off leave your steering head adjusted free. It is difficult to steer with a tight head. In fact, no bearing on the machine should be adjusted tight, as a good ball bearing will run under such close adjustment a cause undue wear though the extreme pressure may not be apparent.

**Storage of Cycles.**—Do not store in barn or stable. Choose a dry place. Pneumatic tires should be deflated and machine suspended so it shall not rest on the rims.—*Id.*

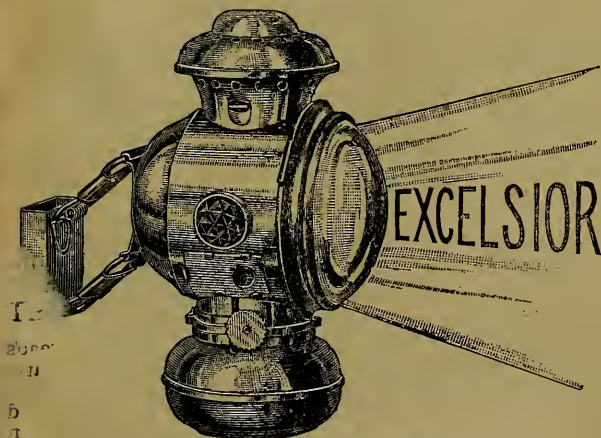
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Patented Oct. 13th, 1896

The most reliable Lamp made. Used by all up-to-date Wheelmen.  
All brass, full nickel finish. Perfect combustion. Powerful magnifying lens. Positively will not jar or blow out.

PRICE, THREE DOLLARS



Patented March 9th, 1897

PRICE, TWO DOLLARS

Excelsior has all the merits of the Star Lamp and is smaller.  
Sold by all reliable dealers

Light Lamp Company

478-482 Broadway  
New York

Factory, Newark, N. J.

## ROAD RULES.

1. In meeting riders, pedestrians, and vehicles, keep to the right. In overtaking and passing them, keep to the left.
2. In turning corners to the left, always keep to the outside of the street.
3. In turning corners to the right, keep as far out as possible without trespassing on the left side of the road.
4. Never expect pedestrians to get out of your way; find a way around them.
5. Never ride rapidly by an electric car standing to unload passengers.
6. Never coast down a hill having cross streets along the way.
7. Never ring your bell except to give notice of your approach.
8. In meeting other riders ascending a hill, where there is but one path, always yield the right of way to the up-riders.
9. Bear in mind that a rider meeting an electric car carrying a strong headlight is unable to see beyond the light; keep out of his way.
10. When riding straight ahead, never vary your course suddenly to right or left, without first assuring yourself that no other rider is close in your rear on the side toward which you turn.
11. Always ring your bell in overtaking riders and pedestrians to give warning of your approach. This does not mean that they are to get out of your way.
12. Do not ride too close to a novice, and in meeting a novice give plenty of room.
13. When riding after dark always carry a lantern.

*(O. W. Co. Hand Book.)*

---

## ODDS AND ENDS.

**Toe Clips.**—Take a friend's advice and use them. They make pedaling easier, and the foot pressure more uniform and more constant; they keep the foot in place, prevent the slipping of pedals at critical times and in difficult places, and save the rider many bad falls and some serious accidents. Riding with toe clips is vastly easier than without, and no rider who ever used toe clips continuously for a week was afterwards satisfied to ride without them.

**Brakes.**—A wheel and rider having a total weight of one hundred and twenty pounds or upwards, moving at the rate of twelve miles per hour, have acquired a momentum which "back pedaling" will not promptly overcome. Brakes are neither heavy, bulky nor inconvenient. Scorchers who stick to the race-tracks may be excused for riding without brakes, but to other people they are likely to be mightily and suddenly convenient. Like the Texan's revolver the brake is apt to be wanted under conditions where a motion to adjourn would be out of order.

**L. A. W. Membership.**—The league wants members in large numbers, but it does not want everybody. Help us to increase our membership from good people; people of character who would feel a pride in the good work of the organization and who are willing to aid this work by their voices and influence. One good citizen who respects himself and obeys the law is a better league member than forty hoodlums who are forever shouting "What do I get for my dollar?"

# The New York Tribune

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## A PAPER WHICH NEVER MISLEADS

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In American Journalism, THE NEW YORK TRIBUNE ranks among its contemporaries with *The London Times* in England. It is a great, dignified, decent and thoroughly patriotic newspaper, loyal to its country, honest, never stooping to fakes, and admired even by rivals for the variety, accuracy and excellence of its news.

The man who grows up reading THE TRIBUNE will never have anything to unlearn and will be sound, progressive and respected by friends. There are newspapers so absolutely wrong and even malicious in their news, that if a man should read them for a month, he will never get some things straight in his mind if he lives to be a hundred years old, and the longer he reads them the worse off he is.

THE TRIBUNE IS, BEFORE ALL OTHERS, THE TRUE NEWSPAPER FOR A DECENT MAN AND A DECENT FAMILY.

AMPLE REPORTS ARE PRINTED OF ALL NEWS OF INTEREST TO LOVERS OF THE WHEEL.

FOR SALE BY ALL DEALERS.

# LAWS OF NEW YORK.

**1. For the Protection of Cycle Paths.** Section 652 of the Penal Code (as Amended by Chapter 267, Laws of 1897), provides as follows: "*Subdivision 1.—A person who willfully and without authority or necessity drives any team or vehicle, except a bicycle upon a side path, or wheelway, constructed by or exclusively for the use of bicyclists, and not constructed in a street of a city, is punishable by a fine of not more than fifty dollars, or imprisonment not exceeding thirty days or both.*"

**2. For the Punishment of Tack and Glass Throwers.** Section 661 of the Penal Code provides as follows: "*Section 661: A person who willfully throws, drops or places, or causes to be thrown, dropped or placed upon any road, highway, street or public place, any glass, nails, pieces of metal, or other substance which might wound, disable or injure any animal, is guilty of a misdemeanor.*"

NOTE.—The penalty for an infraction of this law is a fine of Five Hundred Dollars, or one year's imprisonment in the Penitentiary, or both fine and imprisonment; and there is a special reason why every wheelmen in the State should co-operate in its enforcement. The original purpose of the law was to protect animals from wanton or needless injury, and more particularly horses which traverse the public roads and streets by the hundreds of thousands, and are exposed not only to needless suffering but also to a frightful death from lockjaw by the practices which this law is intended to suppress. It is evident that the throwing upon public places of any substances which might wound or disable an animal, may result in injury to the pneumatic tires now in universal use as a necessary part of the bicycle. Under the *general* law, there is no adequate or certain remedy for injury to the owner of a wheel which may be injured in that way, since it is always necessary for the injured party to prove that the injurious article or substance was placed upon the road or streets with *malicious intent* to injure property, while the court may go so far as to require proof of an intent to injure the particular wheel which has been damaged. The result of this difficulty is that many wheelmen submit in silence to a malicious wrong which interferes with their pleasure and injures their property, rather than undertake the trouble and expense of a doubtful prosecution.

If, however, all wheelmen in the State of New York, would simply assist in carrying out the *original intention of section 661* of the Penal Code, they would not only serve the cause of humanity but secure protection for themselves against a needless and irritating annoyance. In prosecuting offenders against this section, it is not necessary to prove a *malicious intent*, but simply the *fact* that a person has, knowingly, and therefore, "willfully, thrown, dropped or placed, or caused to be thrown dropped or placed upon any road, highway, street, or public place, any glass, nails, pieces of metal, or other substance which *might* wound, disable or injure any animal."

# BLACK LABEL LAGER.



LONG  
ISLAND

BOTTLING Co.

280 TO 284 BERGEN ST.

TELEPHONE  
721.

BROOKLYN.

## New York City Ordinances.

**TRUCKS ON WESTERN BOULEVARD.** Except when going or coming directly from or to their place of departure or destination on said Boulevard, and except when actually passing another vehicle or an obstacle, all trucks, express wagons, vans and business vehicles of all sorts shall keep in single line upon their extreme right of the Western Boulevard at all points between 59th Street and Manhattan Street. (R. O. 1896, Sec. 380).

**SPEED AT STREET CORNERS.** Nor shall it be lawful for any cart, wagon, coach, public cart or any other vehicle to be driven around the corner of any of the streets of said city with the horse or horses thereto traveling at a faster gait than three miles per hour. (R. O. 1896, Sec. 371).

**DRIVERS MUST GIVE NAME AND ADDRESS.** It shall be the duty of every person driving or having charge of a public cart to give to any person requesting it, his name and place of residence, the number of the cart he is driving or in charge of and the name and place of residence of the owner thereof; and the refusal to do so shall be deemed a violation of this Article. (R. O. 1896, Sec. 400).

**LIGHTS.** Any person using a bicycle, tricycle, velocipede or other such vehicle of propulsion on the public streets of this city shall be required to carry on such vehicle after sundown and before sunrise a light of sufficient illuminating power to be visible at a distance of 200 feet; also an alarm bell; and a signal shall be given by sounding said bell or otherwise on approaching and crossing the intersection of any street or avenue; and no person using a bicycle, tricycle, velocipede or other such vehicle of propulsion on the public streets of the city shall propel said bicycle, tricycle, velocipede or other such vehicle of propulsion at a rate of speed greater than eight miles an hour, nor shall any greater number than two persons abreast parade the streets of the city at any time on said bicycles, tricycles, velocipedes or other vehicles of propulsion. Any violation of this ordinance shall be punished as a misdemeanor. (R. O. 1896, Sec. 379).

It shall not be lawful for any cart, wagon, coach, public cart or any other vehicle to be driven through any of the streets of the City of New York at a greater speed than five miles an hour; nor shall it be lawful for any such vehicle to be driven around the corner of any of the streets of said city with the horse or horses thereto traveling at a faster gait than three miles per hour. (R. O. 1896, Sec. 371.)

**Dogs.** If any dog shall attack any person peaceably traveling on any highway, or his horse or team, and complaint thereof be made to a justice of the peace, such justice shall inquire into the complaint, and if satisfied of its truth, and that such dog is dangerous, he shall order the owner or possessor of such dog to kill him immediately. The owner or possessor of any dog, who shall refuse or neglect to kill him within forty-eight hours after having received such order, shall forfeit the sum of \$2.50 and the further sum of \$1.25 for every forty-eight hours thereafter, until such dog is killed. (County Law, page 765, Sec. 125).

Hereafter it shall not be lawful to permit any dog to go abroad loose or at large in any of the public streets, lanes, alleys, highways, parks or places within the corporate limits of the City of New York under a penalty of \$3 for each offense to be recovered against the owner, possessor or person who knowingly harbored such dog, within three days previous to the

# Like a Bird...

Run wheels that are lubricated with

*3inOne*

# In a Looking-Glass

You cannot see your face better than in your enamel when it is polished with

*3inOne*



## No Rust Gathers

when wheels have been rubbed over with

*3inOne*

## The Old Reliable Standard—

of Cyclists, Gunners and Typewriters

Ask your dealer  
for it

Send Two-Cent Stamp for Sample

## G. W. Cole & Co.

(Room 201) 111 Broadway  
New York—

Try "Pacemaker" for lubricating chains

time of such dog being found going abroad loose or at large, and the Commissioners of Police are hereby authorized and directed to cause complaint to be made to the Corporation Attorney against the owner or possessor of every dog permitted to go loose or at large within the corporate limits, as aforesaid, for the recovery of the penalties prescribed in this Article, such penalties when collected, to be accounted for semi-monthly and paid to the Comptroller of said city. Nothing in this article shall prevent any dog from going into any such street, lane, alley, highway, park or public place, provided such dog shall be held by such owner or other person securely by cord or chain, to be not more than four feet long, fastened to a collar around the neck of the animal. (R. O. 1896, Sec. 672).

### Brooklyn City Ordinances.

"KEEP TO THE RIGHT. Sec. 1. Every bicycle or other vehicle using the public streets in the City of Brooklyn, shall keep as near as practicable, to the curb line on the right of the road and any such bicycle or other vehicle passing any vehicle or vehicles in front thereof and going in the same direction, shall pass to the left of such vehicle or vehicles.

Sec. 2. Any person who shall violate the provisions of this ordinance shall be liable for a penalty in the sum of five dollars for each and every offence. Adopted June 7, 1897)."



If there is a

.... Pathlight



THE PLACE & TERRY MFG. CO.  
245-247 Centre St.

CABLE ADDRESS  
PATHLIGHT-NEW YORK

NEW YORK  
U.S.A.

within 1,000 miles of New York which is not giving satisfaction send it to us, and we will fix it free of charge.

**The Pathlight**

is indisputably the best bicycle lamp ever made. It is made to use—not merely to sell.

**Absolutely jolt and cyclone proof.**



# Important to Wheelmen.

Its Name is "SAFETY"

## American Service Union.

GENERAL OFFICES:

256 and 257 Broadway, = New York.

### OFFICERS AND DIRECTORS.

SAMUEL GREEN, President, New York.

JUSTIN F. PRICE, Vice-President, Brooklyn, N. Y.

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### TRUSTEE FOR CONTRACTHOLDER:

KNICKERBOCKER TRUST COMPANY OF NEW YORK.

The Union offers facilities for savings and for a reserve which especially interest members of the **Royal Arcanum** and other **Fraternal Orders**.

It secures best results from investments in Building and Loan Associations in the State of New York, where values are most reliable, and the laws governing building associations most rigid.

The interest, instead of accumulating, is employed in the payment of contractholders' dues and assessments in the Fraternal Order, sparing him annoyance and promoting his individual convenience and profit.

It pays your dues and assessments in advance of their call.

It places the contractholder in a few years where his Savings will earn the interest enough to thereafter take care of Fraternal Benefit Society member of the remainder of his life.

It is a mistake to suppose that real estate investments are not profitable as well as safe.

Small sums grow to large if they are placed right.

The art of saving consists in committing one's self to a start that forces one to go on in spite of feasts or fire-works.

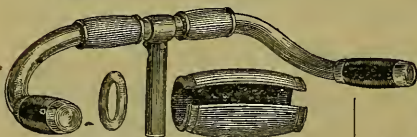
Add to this a method of saving that relieves the saver from any care or anxiety as to the investment of his savings and the art of saving is nearly perfect; but it reaches the fine art of perfection when the saver gets a chance to get back a great deal more than he puts in, even with compound interest added at ten per cent.

We'll tell you in a practical way how this saving *small* sums and investing in *right* ways applies to you; or, in other words, what *small* and *right* mean, if you will mail a postal giving name of your Council and rate of your assessment.

**PUNISHMENT OF TACK THROWERS.** 'That any person who shall throw, drop or place or who shall cause or procure to be thrown, dropped or placed in or upon any road, highway, street, avenue or public place within the City of Brooklyn, any glass, tacks, nails, pieces of metal or other substance which is likely to injure or damage a bicycle, tricycle, or any other vehicle commonly called a 'cycle or wheel,' shall forfeit and pay a penalty of not more than \$25 and not less than \$5. (Adopted Oct. 21, 1895).'

**Saddles.**—Everybody is trying to make a saddle to fit everybody else. Give your saddle a chance. Did you ever note the fact that most old saddles are comfortable and most new saddles are not? A new saddle is like a new boot or shoe and sometimes like a new hat. It fits better and seats its rider more comfortably after a few weeks of use. If you have a new saddle that seems to be wrong try to improve it by adjusting it until it "rides" more easily. The best saddle in the world can be made into a clumsy, hateful seat by giving it the wrong tilt on the saddle post, and a very poor saddle can be made fairly comfortable by giving it the right adjustment. Don't throw away your saddle or exchange it for another until you are very sure it is the fault of the saddle.

## AUXILIARY HANDLE-BAR GRIPS.



Made for all size bars from  $\frac{3}{4}$  to 1 inch.

When ordering give size of handle.

Supplies a great need.

Permits riders to change position.

Can be adjusted by any one.



		PER PAIR.
Bone Fibre,	-	\$0.50
Cork,	-	.75
Imitation Ivory,	-	1.25

## IMPROVED AUTOMATIC

## BICYCLE BALANCE.



MODEL 1897.

Can be sent by Mail.

Insures Safety and Comfort.

Will balance wheel perfectly.

Nickel Plated, \$1.00

Gold Plated, 5.00

## ... LUBRICANTS ...

For the preservation of chain and bearings you should have our high-grade Sonora Graphite, or Chain Lightning Lubricant. None better. Prices: 5c., 10c., 15c. and 20c. Can be mailed.

**THE SPECIALTY SUPPLY CO.,**

150 Fifth Avenue, New York.

**PETERS & DRAKE**

107 Chambers St., New York

# Bicycle Pumps

OF EVERY DESCRIPTION

New York Agents . . .

WATERBURY WATCH COMPANY'S

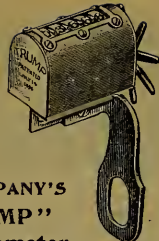
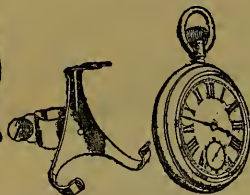
"TRUMP"

Cyclometer

and "TRUMP"

Bicycle Watches.

WRITE FOR CATALOGUE  
AND PRICES.

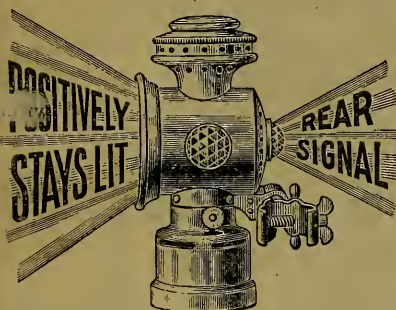


## The Neverout

TRADE-MARK

No more greasy lamps. Can be handled with kid gloves. Patented in the United States and principal countries of the world. Send for copy of "Neverout," March, free. Price, \$4.00 of your dealer, or delivered free on receipt of price by Rose Manufacturing Co., 311-13 North Third Street, Philadelphia.

CAUTION.—Do not be deceived into taking any other, as the "NEVEROUT" is the only lamp that is guaranteed to positively stay lit (or money refunded), that is free from grease—yet burns kerosene—and that is absolutely non-explosive.



**SAY!**

The NAME of the Best Bicycle money can build is not spelled

DU CANE, nor DO CAIN, but plain

**DUQUESNE**

Call and see what we can do for you before you buy. Our prices are:

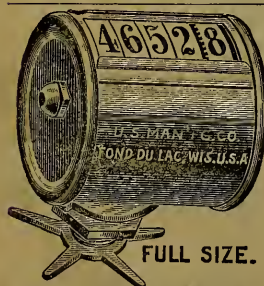
**\$100.** 00 CASH for DUQUESNE SPECIAL,  
\$105.00 on time, \$25.00 down and \$10.00 per month.

**\$50.** 00 CASH for DUQUESNE STANDARD,  
\$55.00 on time, \$20.00 down and \$10.00 per month.

OFFICIAL L. A. W. BICYCLE REPAIR SHOP.

Duquesne Mfg. Co., 226 FULTON STREET  
Cor. of Greenwich Street, N. Y. City.

MAURICE B. ATKINSON, MANAGER.



FULL SIZE.

**U.S. CYCLOMETERS** (MODEL '96)

DETACHABLE

Odometers and

Lamp Brackets

FOR CARRIAGES

10,000 Miles Weighs 1 1/4 ounces  
One Inch Long

ABOVE READS 4652 2/10 MILES.  
U. S. Cyclometers for Bicycles  
PRICE, \$1.50

U. S. Manufacturing Co.  
FOND DU LAC, WIS., U. S. A.

# Imperial White Cycle Lubricant.

Will not Soil the Clothing nor Collect Dust Superlatively  
in any Grease or Petroleum Lubricant

We defy the world to produce a better article. One which will make speed and win more friends than will our Imperial. Used on the chain, it is a wonder; and in the bearings, here's where we make our big claim, and if you will try our stick and use as directed, we will guarantee perfect satisfaction. Send for descriptive circular. 274 Washington Street. Ask your dealer for it. If he cannot supply you send 12 cents in stamps to

**H. B. NEWCOMB & CO.**

274 Washington Street

NEW YORK CITY



## The Little "Hatch Patch"

A Steel Spring with a Rubber Washer can be attached in one minute. Repairs punctured Bicycle Tires automatically.

No Tape, Plugs or Cement required.

PRICE, 25 CENTS

## THE "HATCH PATCH" COMPANY

253 Broadway, New York

## THE CYCLISTS' FRIEND

Peerless

Lubricant



Preservative  
and  
Illuminant

**ODDIE MFG. CO.**

All Dealers

Brooklyn, N. Y.

Club Buttons

Cap Pins

and Souvenirs

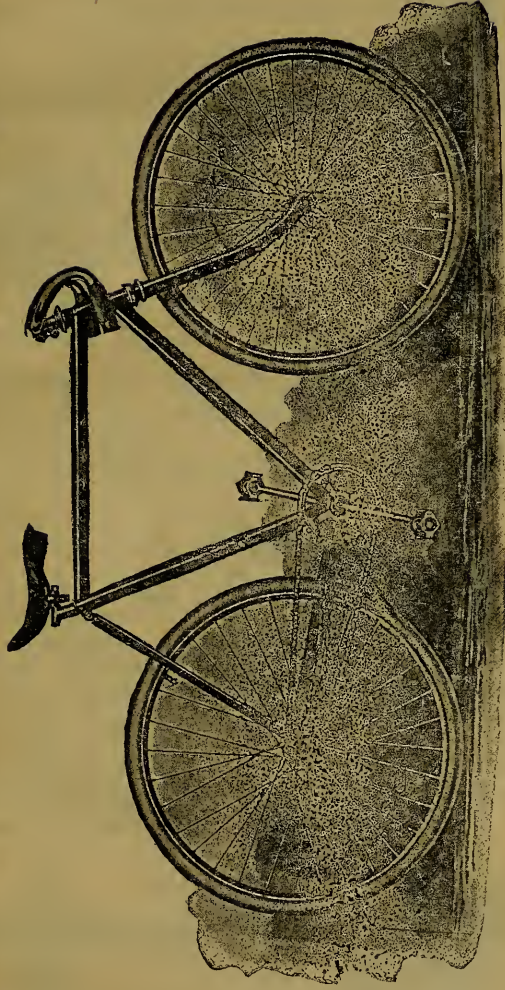
Low Priced but Not Cheap.

Made of best Jewelers' Enamel.

Colors "burned in" same as on chinaware.

O'Hara Waltham Dial Co.,  
Waltham, Mass, U. S. A.

# WARWICK BICYCLES AND TANDEM



Grace

Beauty



Strength

Rigidity

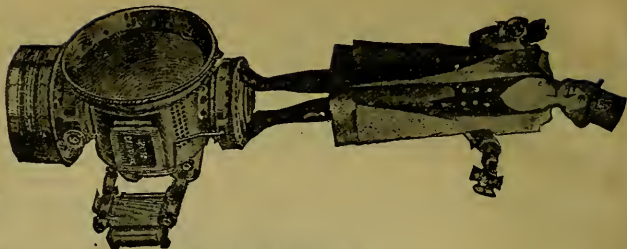


Up-town Branch and Academy

316-320 Western Boulevard

WARWICK CYCLE MFG. CO.

34 Union Square, East, New York City



# THE FAMOUS 20th CENTURY BICYCLE HEADLIGHT

Maker of the '97



## Enameled Honor Medals



for the New York State  
Division

### Medals, Badges and Prizes of all Kinds

JEWELER

MADE BY  
**JOHN FRICK**

MEDALS

6 & 8 Liberty Place, (Opp. 21 Maiden Lane) bet. B'way & Nassau Sts., N. Y. C.

L. A. W. Pins, Solid Gold, \$2.00 each  
Filled Gold, \$1.00 each

Designs and Estimates  
Furnished, Etc.

# THE *Andrae* CYCLES

NEVER DISAPPOINT.

**Wilson Brothers' Co.,**  
119 CHAMBERS STREET,  
NEW YORK.

Are only one class  
and that the highest.

Material and Work-  
manship of the very  
best, and nothing is  
sacrificed to reduce  
cost.

If a low-priced wheel  
is wanted, we have  
them. Call and see us.



**L. A. W.**

COAT, CAMERA, or

## LUGGAGE CARRIER

FOR REAR FORK

Does not mar the ap-  
pearance of the bicycle,  
or interfere with lamp,  
handle, brake or bell.  
The only practical device  
for carrying camera.  
Will carry any size pack-  
age, protected with mud  
guard. When not in use,  
it is scarcely noticeable.  
Made of good quality of  
leather — Russet or  
Black. Weight, 3 ounces.  
Price, 50 cts. No stamps.



NOT IN USE.

**G. ELDER ADAMS, 32 Warren St., N.Y.**

# THE QUAKER

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Its popularity is evidenced by the  
large number of them seen in the  
Metropolitan district . . . . .

Most popular mount of '97. . . . .



MADE BY \_\_\_\_\_

PENN MFG. COMPANY  
ERIE, PA.



All Models in Stock . . . . .



METROPOLITAN AGENTS

## STARR WHEEL CO.

Lexington Avenue, corner  
of Twenty-third Street

ON THE leading up-town  
thoroughfare . . . . .



A. W. OFFICIAL  
REPAIR SHOP

Discount to League Members

# BICYCLE RIDERS

"Cyco"  
Heals  
Punc-  
tures



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All  
Lea

EDWARD W. DE BOW, Sole Eastern Agent  
62 Reade Street, New York

# KIO

..... THE NEW LUBRICANT

FOR

## Sprockets, Chains, Bearings

It does not run and so is c  
Reduces friction 25 per cent.

## KIO MANUFACTURING CO.

99 Chambers Street  
New York

ALL DEALERS

# SCHRADER UNIVERSAL VALVES



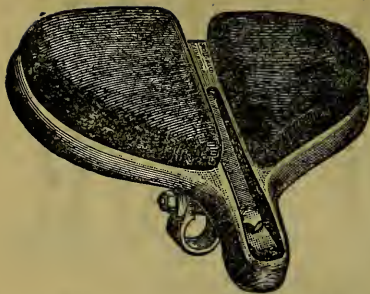
MANUFACTURED BY

SCHRADER'S SON

30 AND 32 ROSE STREET

NEW YORK, U. S. A.

ESTABLISHED 1844



## Physicians Endorse It....

Physicians have been for years interested in cycling, and they pronounce it beneficial. There has only been one drawback and that has been the saddle. There has been but one perfect saddle on the market which they could recommend, that is the **Christy Anatomical Saddle**. See how it is constructed. The base is made of metal that cannot warp or change its shape. It has cushions where cushions are required to receive the pelvis bones and a space so that there

be no possibility of pressure on the sensitive parts and prevents saddle injury. When ordering your wheel insist that you get the **Christy Saddle**. Once a Christy rider; Always a Christy advocate. Booklet: "Bicycle Saddles from a Physicians Standpoint," free.



REAR VIEW, SHOWING COIL SPRINGS.

**HIGH GRADE MAKERS** are offering as a regular equipment, without additional cost to their buyers, **Christy Anatomical Saddles** and agents will not make sale on account of preference. They cost less than inferior leather saddles, and are worth more.

## A. G. SPALDING & BROS.

126, 128 and 130 Nassau Street

Up-town Depot: SPALDING-BIDWELL CO., 29, 31 and 33 West 42d St.  
... NEW YORK ...



## THE ORIENT

### Here's Another Feature

that our competitors cannot match—the **FRICTION-SAVING** qualities of the **PITCH LINE** gearing is a mechanical truth of which we can furnish mathematical proof—and **FIGURES DON'T LIE**.

It saves 45 per cent. chain friction, and riders are finding it out. If you ride for pleasure—if you race—if you like coasting—then this 45 per cent. will mean a big advantage to you. **TRY IT.**

Yours very truly,

**Waltham Mfg. Co. . . . Waltham, Mass.**



# Gordon

SOFT . . .  
POMMEL

WHEELER  
REFORM

AND . .

EVERY KNOWN MAKE OF HIGH GRADE

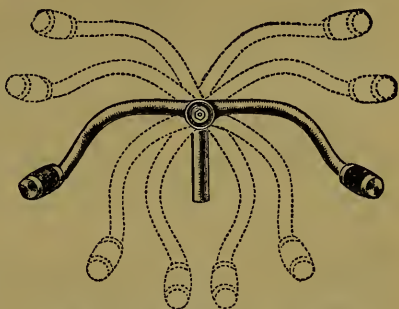
# SADDLES



We Sell all

SADDLES ON  
N DAYS'  
TRIAL

Money refunded  
after trial if  
wanted.



YANKEE ADJUSTABLE HANDLE-BAR.  
Sent prepaid anywhere for  
Price, \$4.00.

... UNSATISFACTORY ...

Saddles Taken in Payment

FOR OTHERS WANTED . . .

Largest assortment of Saddles  
in United States. Send  
stamp for list



Agency  
SMITH ROLLER SPRING  
SEAT-POST.

Sent anywhere prepaid on  
receipt of price, \$2.50 each

## Bicycle Saddle Exchange

26 West Broadway, New York

## THE PRICE OF THIS BOOK.

THE first edition of these Road Books has been prepared at great expense and at the end of much labor, and published for the special use of the members of the New York State Division of the League of American Wheelmen. Every amateur cyclist (of either sex) of the age of eighteen years or upwards, is eligible to membership (initiation fee \$1.00, yearly dues \$1.00, payable in advance). Each member of our Division resident within the district covered by this book is entitled to receive one copy free until further notice. Members residing in other parts of the State will be entitled to receive one copy each, on payment of the sum of fifty cents to the Secretary-Treasurer. Other purchasers will be charged as stated below :

To persons not Members of the L. A. W., per copy, . . . . .	\$2.00
To Members of the New York Division who have already received a Free Copy, per copy, . . . . .	2.00
To Members of other State Divisions of the L. A. W., one copy, . . . . .	1.00
To Members of other State Divisions of the L. A. W., each subsequent copy, . . . . .	2.00
Every Cyclist should join the L. A. W. and Retain his (or her) membership.	

**Loaning League Membership Tickets.** A person who gains an advantage by the use of a membership ticket of an organization of which he is not a member, commits fraud, and a member who aids in this fraud by loaning his membership ticket, is unworthy of his position. Such an act is sufficient ground for expulsion, and should be reported by every member whose notice it may be brought.

**Road Improvement.** Send a two-cent stamp to Secretary-Treasurer Bull, if you are interested in the work of improved roads, and get a copy of "Country Roads" and "Macadam Roads," two illustrated practical hand-books on the improvement of country roads. See that your Senator and Member of Assembly are Good Roads' men, and watch their votes on the Good Roads measures in the Legislature at Albany.

**Accidents to Wheelmen.** If you sustain an injury to your person or property through the reckless driving of another, or by reason of a serious defect of the street pavement, road surfaces or bridge, write full particulars to the Chairman of our Committee on Rights and Privileges, George E. Miner, Attorney, Potter Building, New York.

**Stolen Wheels.** Always keep a written memorandum of the number of your wheel, its make, size, pattern, color, and other facts making up a complete and careful description. If your wheel is stolen, send your name and League number, with full description of wheel and particulars of theft to W. S. BULL, Secretary-Treasurer, Vanderbilt Building, New York. Our Division offers a reward of \$25.00 for the apprehension of bicycle thieves. One of these thieves was recently sent to Sing Sing for a term of nine years by Judge Aspinwall of the Kings County Court. This thief is lonesome and wants company.

**Hotels.** Read carefully the important note at the head of the list of consuls, hotels and repair shops on another page. Help us to enforce our contract and to prevent fraudulent "L. A. W. Hotels." The Chief Consul will be glad to have your co-operation in these matters at all times.

**New Members.** Have you seen the beautiful Honor Badge of 1897 shown on the first page of this book? It will be easy for you to get new members now, since the Road Book is in your possession. Tell your cycling friends that a copy of the Road Book will be sent promptly to each new member. Write postal card to Secretary-Treasurer BULL and get a little pocket of membership blanks, and carry it with you at all times. When you get an application for membership send it direct to Mr. BULL, and he will give you credit for all you send. In due time you will receive an Honor Certificate and Honor Badge, and they will be valuable souvenirs in years to come.

**Road Maps and Tour Books.** The free distribution of the old edition of the Road Maps and Tour Books discontinued among the members of the New York and Brooklyn district. Members residing within this district and desiring copies of the Tour Book or Road Maps will be supplied on receipt of fifty cents by the Secretary-Treasurer, with a written request stating whether a set of Maps or the Tour Book is required.

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